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The Hongkong Telegraph

SHERWIN WILLIAMS

PAINTS & VARNISHES

THURSDAY, AUGUST 3, 1922. 日登十月六

WAR INDEBTEDNESS.

Balfour's Note Further Explained.

WHY BRITAIN ASKS FOR PAYMENT.

London, August 2. A closer perusal of the Balfour Note on Allied war debts, serves to impress the importance of the views expressed on a subject which the Allies hitherto have displayed an inclination to fight shy of. His Lordship, at the outset of an historic document which is causing a profound stir, shows that of a total of £3,400,000,000 war debts, excluding interest, at present due to Britain, Germany owes £1,450,000,000, Russia £650,000,000, and the Allies £1,300,000,000. On the contrary, Great Britain owes to the United States \$350,000,000 at par exchange with interest since 1919. The Note proceeds to point out that no international discussion has yet been held on this unexampled situation, which the foregoing figures partially disclose, and, pending a settlement which would go to the root of the problem, the Government has silently abstained from making demands upon the Allies, either in respect of interest or capital.

It is shown that Britain has not been enabled to adopt the policy, acceptable to it as part of a satisfactory international settlement, of remitting all the debts due by the Allies or in respect of German Reparations, owing to the American Government, "with most perfect courtesy and in the exercise of its undoubted rights," requiring Britain to pay the interest due, and to convert the debt from an unfunded to a funded debt, and to repay it by a sinking fund in twenty-five years. The Note emphasises that such a contract accords with the original contract. "His Majesty's Government does not complain; they recognise their obligations and are prepared to fulfil them, but, evidently, they cannot without profoundly modifying the course which they would have wished to pursue in different circumstances."

The Note dwells on the fact that the change in British policy regarding the cancellation of debts is adopted with the greatest reluctance. Outlining the revised British policy, Lord Balfour lays down that while the Government is regretfully constrained to request France to arrange for dealing with the Anglo-French loans, to the best of her ability, the amount of interest and repayments to be asked, will not depend so much on what the Allies owe Britain, as on what Britain has to pay America.

The Note, after reiterating the policy favoured by the Government in surrendering their share of German reparation and writing off the whole body of inter-Ally indebtedness, says that if this is impossible of accomplishment, Britain in no event wishes to make a profit from the less satisfactory arrangement. She does not propose asking for more from her debtors than is necessary to pay her creditors. The Note remarks that it should not be forgotten, though it sometimes is, that our liabilities were incurred for other and not for ourselves, and stresses the fact that food, raw material and munitions supplies, required on the part of Britain, immense naval and military efforts. Also, that half of the £2,090,000,000 advanced to the Allies was provided by internal borrowing and war taxation and not by foreign loans, whereas, unfortunately, a similar policy was beyond the power of other European nations. This resulted in an appeal to the United States who insisted, in substance if not form, that although our Allies would spend the money, the United States was only prepared to lend it on our security. He emphasises that "this co-operative effort was of infinite value to the common cause, but it cannot be said that the role assigned therein to Britain was one of special privilege or advantage."

It is gathered in official circles that the impression obtains that the progress of the forthcoming conversations between Mr. Lloyd George and M. Poincaré, in London, on the subject of inter-Ally indebtedness, will be considerably assisted by the Balfour Note, which is regarded as a strong reaffirmation of the British intention to meet America's request for payment, and in nowise conveys the suggestion that America should cancel or remit a portion of Britain's indebtedness. It is not expected that the conversations will extend beyond three days, as the only other question for discussion relates to reparations. M. Theunis and Signor Schanzer will also attend the Conference.

French Opinion.

Paris, August 2. Balfour's Note is regarded as an appeal to opinion and intended to show that the demand for repayment is not attributable to Britain. The Journal considers the request perfectly logical, and says that Britain's insistence on repayment means that France should similarly demand from Berlin.

The Echo de Paris emphasises that the time has come to affirm the priority of French reparations.

America Won't Cancel Debt.

London, August 2. Early comments from the United States on the Balfour Note include a statement by Senator McCumber, Chairman of the Finance Committee, who says: "We will never cancel Britain's debt." Other prominent Senators are equally emphatic that American opinion is utterly averse to such a step.

More Views.

London, August 2. It is stated that representatives of American financial interests at present in London have expressed the view that had Britain's readiness to cancel the debts owing her been carried out, the United States would have been morally compelled to follow Britain's lead, probably not immediately, but after a general election. It is pointed out, however, that there is the political as well as financial side of the matter to be considered by the United States.

The opinion is held in well-informed foreign and Allied financial quarters that the Balfour Note will mean that the foreign Governments concerned who have no foreign credits available, except those from Germany, will have to obtain the money needed for payment from Germany herself. If the latter is unable to pay, obviously the Allied debtors concerned will not be in a position to produce the sums necessary, and the moratorium requested by Germany will have to be given in other cases. The view is generally expressed that the British standpoint is strictly honest and fair, but that it does not remove the present difficulty and does not bring a solution of the European economic chaos any nearer.

CROWN AGENTS' ORDERS.

Preference to British Firms.

London, August 2. In the House of Commons, Major the Hon. E.P.L. Wood, replying to Mr. Lyle, said the practice of the Crown Agents in giving preference for Colonial requirements to British firms remained. Only two small contracts for manufactured goods were placed outside the United Kingdom last year, namely, dumpers for the harbour works on the Gold Coast, of the value of £11,000, which were ordered from Canada by the desire of the Consulting Engineers, and Neo Salvarian for Ceylon to the value of £7,000 ordered from Germany at the express request of the Ceylon Government.

(Continued on Pages 4 and 5.)

LEGISLATIVE COUNCIL.

New Registration Law.

SHIPPING CONTROL FUNDS.

PROTEST AGAINST "UNJUST" RETENTION.

A meeting of the Legislative Council was held this afternoon when the Hon. Mr. Claud Severn, C.M.G. (Officer Administering the Government) presided. There were also present:—

Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O.
The Hon. Mr. A.G.M. Fletcher, C.M.G., Colonial Secretary.
The Hon. Mr. J. H. Kemp, Attorney-General.
The Hon. Mr. T. L. Perkins, Director of Public Works.
The Hon. Mr. C. McL. Messer, O.B.E., Colonial Treasurer.
The Hon. Mr. E. A. Irving, Director of Education.
The Hon. Mr. E. R. Hallifax, Secretary for Chinese Affairs.
The Hon. Mr. A. O. Lang.
The Hon. Mr. E. V. D. Parr.
The Hon. Mr. H. W. Bird.
The Hon. Mr. A. R. Lowe.
The Hon. Mr. Chow Sui-tou.
The Hon. Mr. Ng Han-tsz.
Mr. Dyer Ball, Clerk of Council.

Financial Votes.

The following financial votes were referred to the Finance Committee:—

\$4,700 in aid of the vote Sanitary Department, special expenditure, 1 steam launch.
\$3,000 on account of Charitable Services, grant in aid of Charitable Institution, Fatsan Hospital, Fatsan.
\$1,000 in aid of the vote Governor, other charges, furniture.
\$1,000 on account of Police Department, special expenditure, Pass Office.
\$3,000 in aid of the vote Public Works, Extraordinary, Hongkong, buildings, Cape D'Aguilar Wireless Station, Extension to accommodate Chinese linesmen.
\$1,370 on account of Prison Department, other charges, transport.
\$6,000 in aid of the vote Public Works, Extraordinary, Kowloon, miscellaneous works.
\$425 in aid of the vote Secretary for Chinese Affairs, other charges, library.
\$15,000 in aid of the vote Miscellaneous Services, printing and binding.
\$20,700 in aid of the following votes:—Kowloon-Canton Railway:—Maintenance of Way, Works, and Stations, other charges, sleepers, \$18,000; repairs, station buildings, \$2,700.

Passing of Plans.

The Hon. Mr. H. W. Bird asked three questions of which he had given notice. These, together with the replies of the Hon. Colonial Secretary, were:—

Questions.

1. In view of the fact that the Government hesitated to adopt the recommendation of the Committee appointed to enquire into delays in connection with the passing of plans, set out in paragraph 6 (iii), (e), (f) and (g) on page 3 of the Committee's report, will the Government state the average period that now elapses between the time when the plans leave the Building Authority's Office, and the notification to that officer of the Council's decision?

2. Does the Government claim that when plans are referred to the Governor-in-Council the provisions of Sec. 222 Sub-Secs. (2) & (3) of the Public Health and Buildings Ordinance are rendered null and void?

3. If that is the case will the Government state on what ground such claim is made?

Answers.

1.—The average period is 22 days.

2 and 3.—Reference to plans to the Governor-in-Council is almost invariably for the purpose of a modification of, or exemption from, certain requirements of the Public Health and Buildings Ordinance No. 1 of 1903 which they contravene and, in order to comply with Section 222 thereof, such plans are usually formally disapproved pending the decision of the

Governor-in-Council. There is therefore no question of Section 222 being rendered null and void by reason of any reference to the Governor. It would greatly facilitate and expedite the work of the Buildings Ordinance Office if the Architect adopted the procedure recommended by the Committee referred to in the Hon. Member's question, namely that applicants should, when submitting plans, state clearly what modifications or exceptions they require and under what sections of the Ordinance.

Mr. Bird.—In that case may I say that sub-sections 2 and 3 of Section 202 are reduced to farce?

The Officer Administering the Government.—If the Hon. Member wishes to ask a further question, he must give notice.

Mr. Bird.—This is not a question.

The Officer Administering the Government.—I don't think you are in order.

Wild Birds and Game.

The Hon. Attorney-General moved the first reading of a Bill intituled An Ordinance to make provision for the protection of certain Wild Birds and Game.

The object of this Bill is to consolidate and revise the existing law on the subject of the protection of birds and game. The Wild Birds and Game Preservation Ordinance, 1914, Ordinance No. 38 of 1914, is somewhat unsatisfactory and obscure: certain of its provisions have never been enforced, while others are not in accordance with local conditions. The present Bill therefore repeals the Ordinance and replaces it with a clearer and more intelligible enactment, protecting game and harmless wild birds and at the same time withdrawing protection from noxious birds and from one destructive animal, the deer.

The Hon. Attorney-General lengthily explained the Bill, pointing out the differences between the old Ordinance and the new.

The reading was agreed to.

Registration of Persons.

The Council agreed to the first reading of a Bill intituled An Ordinance to provide for the registration of certain persons.

From the statement of Objects and Reasons we take the following:—This Bill proposes to repeal the Registration of Persons Ordinance, 1915, and to re-enact with certain alterations.

The principal change introduced by the new Bill is that in future it will be necessary for everyone liable to registration to state any special qualifications which are not disclosed by the mere statement of the person's profession or occupation. This is in order that it may be known beforehand what each registered person would be able to do in the event of an emergency. A note to the Second Schedule makes some suggestions as to how the special qualification space should be filled up. It will be important to give details from which the extent of the qualification may be gathered. Clause 4 of the Bill provides that the returns and register are to be confidential.

Persons arriving in the Colony after the commencement of the Ordinance will have a month in which to register, instead of two weeks as at present.

Every registered person will have to report to the Captain Superintendent of Police any intended departure from the Colony which is intended to extend, or which may possibly extend, to a period of more than one month.

The maximum fine is made \$250 in accordance with what may be called the standard fine for minor offences. Under the present Ordinance it is \$50. The further fine of \$10 a day for continuing offences has not been changed.

Women are excluded from the Ordinance altogether, and need not register.

Certain particulars have been omitted in the Second Schedule, e.g., particulars as to marriage and places of birth. On the other hand, it will in future be necessary for each registered person to state his business, telephone number, and house telephone number. If he has no house telephone number he will be

to give the number of the nearest telephone to his house.

The Hon. Attorney-General said that the Bill had been introduced in its present form in order to prevent misunderstanding. The old Registration Ordinance was being repealed and this new one substituted. With regard to a man's qualifications which might be utilized in an emergency, he hoped that men would not be too modest, even though they felt that their qualifications were not all that they should be. It was hoped that everyone liable to registration would co-operate fully with the Government in making the new register as complete and as useful as possible.

The Hon. Director of Public Works seconded and the first reading was agreed to.

C.R.C.'s Charitable Efforts.

The first reading of a Bill intituled An Ordinance to amend the Recreation Grounds Ordinance, 1909, was agreed to.

The object of this Bill is to give power to apply the surplus revenue derived from the Chinese Recreation Ground to any charitable purposes approved by the Governor. Naturally, only Chinese charities will be so approved. The immediate intention is to contribute \$100 a month to the upkeep of the new Maternity Hospital at Sai Ying Pun. The present revenue from the Chinese Recreation Ground is about \$273 a month, and the average expenditure for the last six months was \$134 a month, leaving a surplus of about \$139 a month.

Clause 3 of the Bill is added because in 1920 the sum of \$10,000 was paid out of the accumulated revenue of the Chinese Recreation Ground towards the cost of constructing the above Maternity Hospital, and it is necessary to legislate this payment. The balance to the credit of the Chinese Recreation Ground account on the 31st May, 1922, was \$6,359.91.

Supplementary Vote.

The Hon. Colonial Secretary moved the first reading of a Bill intituled An Ordinance to authorize the Appropriation of a Supplementary Sum of One million and sixty-two thousand and twelve Cents to defray the Charges of the year 1921.

The sum mentioned is allocated as follows:—

Governor	\$ 10,275.19
Colonial Secretary's Department and Legislature	8,457.07
Audit Department	5,448.87
Treasury	17,196.59
Harbour Master's Department	98,504.53
Royal Observatory	895.51
Miscellaneous Services	196,971.82
Judicial and Legal Departments	17,001.20
Police and Fire Brigade	98,020.55
Prison Department	13,110.55
Medical Department	9,334.77
Public Works Department	19,089.00
Current	97,982.33
Post Office	1,393.10
Kowloon-Canton Railway	210,530.99
Charge on Account of Public Debt	108,244.88
Pensions	76,945.50
Charitable Services	11,739.61
Total	\$1,001,262.12

The Hon. Colonial Secretary explained that the sum asked for was considerably less than was usual, although it was spread over a great many heads of expenditure. The explanation of the sum was the fall in exchange, which affected the accounts in every department in the Government Service. The estimates for 1921 were based on a rate of 3/4d, and the average for the year was 2/8d. The speaker mentioned that this sum of a million dollars odd was offset by a considerably large saving—a sum of two and a half million dollars—under five main heads of expenditure, which were not shown in the Bill.

The reading was agreed to.

Shipping Control Funds.

to restrict the taking of legal proceedings in respect of certain acts and matters done during the war and to provide in certain cases remedies in substitution thereof.

In connection with this Bill, a very lengthy petition was submitted by various shipping companies regarding claims in respect of vessels requisitioned by the Government during the war. This stated that the Government received from the earnings of the vessels large sums of money which the Government still retains against the will and consent of the petitioners, the retention of which was not warranted by any Act of Parliament, Ordinance, Order-in-Council, Royal Prerogative or other lawful authority. Referring to the intention of the Government to introduce a Bill to prevent recovery of the said moneys, the petition states that separate actions have now been commenced in the Supreme Court on behalf of all ships concerned. It is pointed out that the petitioners' claims have never been for damages, but merely for the return of moneys standing to the credit of the Shipping Control Account which were not required for the purposes of the war and which were obtained by the use of their ships. They desire to point out that the effect of the Bill if passed would be to authorize the seizure in the year 1922, at a time when shipping is depressed and freights are low, of the moneys of British companies who are competing with alien companies which were enabled to build up reserves during the war through the use of their ships. The petitioners urge that the Bill be so modified as to save the rights of all the petitioners to prosecute their claims unimpaired in the Courts, or, in the alternative, to distribute a sum of \$2,331,304.11 rateably amongst the petitioners, for in its present form the Bill is in the opinion of your petitioners unwarranted, unjust, inequitable and unfair and represents an attempt to tax ships not registered in this Colony.

The petition was presented by Mr. C. G. Alabaster (instructed by Messrs. Deacon, Looker, Deacon and Harston), who spoke in support of it at some length.

The Hon. Colonial Secretary replied that they were merely acting as agents under instructions from the Imperial Government.

The Bill passed the second reading. The third reading was adjourned until the next meeting of the Council Aug. 17th.

TO-DAY'S MISCELLANY.

Ever since it became probable that Ireland would receive a Constitution the number of people in London anxious to learn Gaelic has been increasing. Classes have been held for years, but only recently have they become popular. Oddly enough, many of the students are English, and are confessedly acquiring the language in order to make a career in Ireland under the new regime. The great majority of Irish people, whether at home or abroad, have, it is certain, no acquaintance with Gaelic, but it is understood that a knowledge of at least the spoken language will be compulsory in the National Civil Service.

So far as the clearness of the atmosphere was concerned, the conditions for observing Mars could scarcely have been better than they were on Saturday night, says a home paper posted in mail week, and it was not difficult to believe the astronomer's calculation that the planet was only 42½ million miles away, or about 20 millions less than its most distant retrograde. Greenitch, however, was not greatly concerned for Mars is too far south to be properly observed from England. If any further discoveries are made about the planet, it will be the work of the astronomer.



Dr. A. G. Bell, inventor of the telephone, whose death is announced in to-day's cables.

HOSPITAL MATTERS.

No New Hospital for Hongkong.

In the comparative statement of estimated and actual expenditure for last year, laid before the Legislative Council this afternoon, it is shown that the vote for \$50,000 in connection with the proposed General Hospital for Europeans in Hongkong was not expended, the explanation being "it was decided not to proceed with this."

Regarding the vote of \$50,000 for the Kowloon Hospital, it is shown that last year only \$4,291.65 was spent, the explanation given being that work was not commenced until late in the year.

News in To-day's New Advertisements.

Monday being a General Holiday, the Imports and Exports office will be opened until noon.—Page 4.

Mr. Fred Fisher has been appointed Inspector for the S.P.C.A.—Page 4.

On Sundays in August there will be evening service and sermon in the Peak Church.—Page 4.

The exchange banks will be closed on Monday.—Page 4.

The presentation of shields won in the Tennis League will take place at the L.R.C. on Saturday.—Page 4.

LISTEN!

Boost—don't boast.

"Blackbirds" will be showing at the World Theatre to-morrow.—Page 2.

Whiteaway's advertise three-part bedsteads at greatly reduced prices.—Page 3.

The sale of household furniture at "Glamish," the Peak, has been postponed until to-morrow.—Page 4.

A Night Fete takes place at the V.R.C. on August 11th.—Page 4.

Mustard & Co. advertise portable Remington typewriters.—Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 7 1/16d.

The Weather.

2 p.m. Barometer—29.42. Temperature—77°. Humidity—94.

Lighting Up Time.

NOTICE.

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Large quantity in stock of Sego Evaporated Milk at 20 cents per tin, Mackintosh Toffee, Caramel and American Pine Nuts.

EARLIER TELEGRAMS.

THE ALLIED WAR DEBTS.

London, Aug. 2.

The British Note, circulated to the Allied Governments, concludes that the Government does not suggest, either as a matter of justice or expediency, that Germany should be relieved of her obligation to France or other Allied States, but so deeply is it convinced of the economic injury inflicted on the world by the existing state of things, that it would be prepared, subject to the just claims of the other parts of the Empire, that Britain would abandon all further right to German reparations and all claims of "repayment" by the Allies provided renunciation formed a part of a general plan whereby this great problem could be dealt with as a whole and so find a satisfactory solution.

A copy of the Note, which was prepared by Earl Balfour and approved by the majority of the Cabinet, has been handed to the American Ambassador as an act of courtesy.

London, Aug. 2.

The British Note has generally been fairly well received by the Press, most of the criticism being mild. The Times fears that the prospect of securing a general settlement of the reparations question has not been improved thereby owing to the effect on America. The Westminster Gazette says that the case for the policy followed is manifestly strong; but it would have preferred the Government to have set America a generous example by cancelling the indebtedness of the Allies. The Daily News thinks that the Note is chiefly a warning to France. The Chronicle suggests that a partial general cancellation of the European debt might be possible even without America if France was in the mood. The Morning Post deeply deplores the Note, which will much annoy America and make France despair. It condemns the applying of charity in equal doses to France and Germany.

Paris, Aug. 2.

The text of M. Poincaré's reply to Germany shows that France requires an assurance that two million sterling will be paid by Aug. 15th. Coercive measures are threatened in the absence of such an assurance by Aug. 15th. The note adds that a very complete plan of such measures has been decided on, but will not be disclosed at present.

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JAPAN AND PACIFIC ISLANDS.

Geneva, Aug. 2.

The Permanent Mandates Commission of the League of Nations has considered the report of the Japanese Government on the administration of the Pacific Islands held by Japan under a Mandate Commission. Special attention is brought to bear on questions concerning labour, regime, regulation of liquor traffic, education, land tenure, and the fiscal system. It was arranged that certain points upon which the Commission desires further elucidation be dealt with more thoroughly in the next annual report.

THE STRIKE IN ITALY.

Rome, Aug. 2.

The day passed quietly. Public services were maintained regularly and everywhere the railwaymen remained at work. Soldiers of Fascist are replacing the strikers. The only disturbances were a fight between Communists and Fascist supporters at Genoa, where two Communists were hurt, and a collision at Leghorn where a number of persons were injured. The strike is a complete failure in many towns.

FRENCH RAILWAY DISASTER.

Paris, Aug. 2.

Graphic details of the accident at Ville Comtal (mentioned in Earlier Cables) show that the trains were crowded with pilgrims, many of whom were blind and crippled. The driver of the first engine in crawling up an incline, discovered that the train was overloaded and the driving wheels refused to grip the fog-dampened rails. The train slipped back, increasing in momentum. The driver of the second train saw the runaway approaching and applied the brakes, but was unable to avoid the crash.

THE AMERICAN STRIKES.

Washington, Aug. 2.

The Railway Executives have rejected President Harding's proposal that the striking shipmen be reinstated without forfeiting seniority and other rights, but they have conditionally accepted his other two proposals for settling the strike. Firstly: Operators and workmen to agree to recognize the validity of all decisions of the Railroad Labour Board. Secondly: Carriers to withdraw all lawsuits and the Board's decisions to be taken before Boards by either party for rehearing.

ANOTHER WORLD FLIGHT.

Vancouver, Aug. 2.

It is stated that Sir Keith Smith is expected here in September when he will prepare the route for a flight round the world, crossing the Pacific by the Kurile and Aleutian Islands.

BRITAIN'S AIR DEFENCE.

London, Aug. 2.

It is reported that the proposed Defence Air Force will consist of 20 squadrons with a full quota of reserves, making four to five hundred machines.

RENTS ORDINANCE CASE.

Landlord Sues for Possession.

A case under the Rents Ordinance was heard in the Summary Court before Mr. Justice Wood yesterday afternoon when Chiu Chi and Chiu Ki, merchants, of 81 Jervois St., claimed from Wing Shing Cheong, merchants, of 286 Queen's Road Central, possession of premises, with mesne profits and damages. Mr. M. K. Lo represented the plaintiffs, but there was no appearance on the part of the defendants.


Mr. Lo, in opening, stated that Mr. G. R. Haywood had been acting for the defendants. The claim was for the possession of the premises leased to defendants, as they were required for reconstruction to make them into a new building. He had asked Mr. Haywood whether he would state what his defence was, but Mr. Haywood said that he had no defence unless it was that the alterations intended to be made by the plaintiffs did not amount to reconstruction as required by the Ordinance because possession could be secured. Mr. Haywood had stated that he had received no further instructions from his client since he took up the case.

In the witness box Chiu Chi stated that he and his brother were the registered owners of 286 Queen's Road Central and that defendants had been monthly tenants for about 10 or 11 years. On April 10 he had instructed his architect (Mr. Rose) to give defendants notice to quit by July 8, as he wanted the premises back for alterations and reconstruction so as to make it a new building.

After the architect had given formal evidence to the effect that he gave defendants notice to quit, Mr. Lo informed His Lordship that he believed that defendants were not in Court because they were under the impression that in their absence the judge might say nothing about the costs of the action.

The case was adjourned until Saturday morning, when further evidence will be taken respecting the receipt of the notice to quit.

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Signor Biagio Boriello, a prominent Neapolitan director of companies, and a member of the Supreme Council on Mercantile Marine, has been in London with an influential delegation of Italian-commercial magnates.

In the course of an interview at the Hotel Cecil, London, Signor Boriello expressed some interesting views on the sympathy and understanding, both commercial and otherwise, that is perceptibly growing up between the British and Italian peoples. He referred especially to the question of our coal exports to Italy, and our chances of recapturing the market there, which during and after the war, had fallen to our American competitors.

"If Italy has to choose between buying coal at the same price between America and Britain, she will buy from Britain," said Signor Boriello. During the war British exports ceased, and we made up the deficiency by buying coal from America. The high prices of British coal after the war enabled America to undersell Great Britain, and maintain her hold on the Italian market. But recent reductions in the price of British coal, which have been brought about largely by the great fall in shipping freights, have enabled Italy to resume extensive buying from Great Britain. In 1913 Great Britain sent 9,647,161 tons of coal to Italy while in 1921 she sent only 3,393,093 tons.

"But the recent fall in British shipping charges has made a great deal of difference, as America is handicapped by the great distance her coal has to be carried."

"It is to be hoped that, just as shipping rates for carrying coal have greatly fallen, your railway rates for coal transport will shortly also be reduced to enable coal to be sold still more cheaply. We are in Italy suffering precisely the same difficulties in regard to our railways that you appear to be experiencing here, except that our Government still retain the control they assumed during the war. Our difficulty and yours is the enormous increase in railway rates."

"It is only by still cheaper coal that Great Britain can consolidate her gains in the Italian market."

JARDINE, MATHESON & Co., LTD.

ENGINEERING DEPARTMENT.

14 PEDDER STREET, HONGKONG.

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MESSRS. ANDERSON & SON, LTD.

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R O K R O K ROOFING



Specifications for all kinds of roofing work on application.

COLLAPSE OF ITALIAN AIRSHIP.

No One Killed.

An airship with Admiral Salazar and a crew of 20 aboard, collapsed in the Gulf of Taranto.

The wires by which the car was attached to the balloon, broke suddenly during heavy weather.

The envelope, released from its burden, soared skywards, and the car fell 600ft into the waters of the Gulf.

The disaster was seen from the shore and boats were quickly manned and sent out to the rescue.

All the members of the crew were picked up, as they had clung to the wreckage.

Strange to say, no one was killed, though all of them were more or less injured. Admiral Salazar's injuries are serious.

FORMOSA GARRISON TO BE CUT DOWN.

Tokyo, July 14.—According to Major-General Sato, Commander of the Formosa Garrison, who has just returned to Tokyo on business, the garrison in that island will be reduced to one half its present strength, in accordance with the proposed plan of military retrenchment.

NOTICE.

We beg to announce to our Customers that we offer the following reduction on the basis of our Price-lists of July, 1922, for a period of THREE WEEKS from 1st. to 21st. August.

SMOKERS' REQUISITES 15
CIGARS, CIGARETTES & TOBACCO 10
B.A.T.'S GOODS—PRICES MODERATE.

CASH ONLY

TABAQUERIA FILIPINA,

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New Afternoon

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Evening Gowns.

French Novelty Girdles and
Dainty Purses.

KOMOR'S

APPETIZING

A healthy appetite is most desirable during the Summer months. This can be easily had by having on your table, the most delicious and appetizing

DAW, SEN & CO'S MAJOR GREY or SWEET SLICED MANGO
CHUTNEY, BOTH AT YOUR CHOICE.

Daw, Sen's Curry Paste or Powder are also a specialty. A carminative dish, such as good Indian Curry, would do much good to the stomachs of those who drink freely of cold beverages in these hot summer days. Obtainable from all compradore shops and the Universal Providers "one priced" stores.

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9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
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We are the SOLE representatives of
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Telephone 4203.

FRENCH LESSONS.

C. MOUSSON.

15, Morrison Hill Road.

ARMED ROBBERY.

The Sun Company Case.

Before Mr. R. E. Lindell at the Magistracy yesterday afternoon, a Chinese was charged on remand with committing an armed robbery at the Sun Company on the evening of the 27th June, with shooting with intent to resist or prevent legal apprehension, and with being a returned banished.

It is alleged that the defendant visited the jewellery department of the Sun Company on the ground floor, smashed the glass top of the show case with the butt-end of his revolver and bolted with a quantity of valuable jewellery. A long and exciting chase followed and ended in the capture of the defendant outside an eating house in Jubilee Street after he had been wounded by the police, with whom he exchanged revolver shots in the course of his flight. Two passers-by were injured, one of whom is still in hospital with a bullet wound in his leg. The other man was wounded in the first two fingers of the left hand and has been discharged from hospital.

An Indian police constable deposed that shortly after 6 p.m. on June 27th, he was walking along Des Voeux Road Central on his way to duty at the Harbour Office when he saw the defendant running with a revolver in his right hand and a small handbag under his left arm. He gave chase as the defendant was about to turn into Wing Kat Street, and was nearing him when the latter turned round and aiming at him fired one shot with his revolver. He was then about four yards away but the bullet, fortunately, went wide. The defendant, then ran up Wing Kat Street, witness being at his heels. Witness drew his own revolver and fired a shot at the fugitive, who finally turned into Queen's Road Central and ran eastward. The defendant then left Queen's Road and returned to Des Voeux Road, via Colman's Bazaar, with witness at a distance of a little more than ten paces. Near the Central Market he saw a Chinese constable fire at the defendant before he was arrested.

Leung On, a watchman, employed by the Wah Hong Steamship Company, said that on the 27th June, he was four shops away from the west corner of Jubilee Street when he saw a crowd and a Chinese constable fire a shot up Jubilee Street. He was hit in the left hand. He heard no other shot.

The Magistrate: It is a most extraordinary thing. The constable fired in one direction and you were hit from another direction.

Struck From Heaven.

The witness reaffirmed his statement that he heard no other shot. He was hurt in the first two fingers.

The Magistrate: You heard only one shot although people in the vicinity heard eight or nine shots?—I didn't hear them.

The Magistrate: You must have been struck from Heaven. The bullet must have come from somewhere else?—I don't know.

You want some compensation from the Government, I suppose?—No. But if the Government pays me any compensation I will accept it; but if it doesn't I will not ask for it.

I don't think you are likely to get it. It is unfortunate that in the first question put to you by the police you did not mention the constable at all. You are obviously trying to get some money by telling this story.

Chief Detective Inspector Muriison, prosecuting, said that the statement of the witness was that he was hit from behind. No mention was made by him of the constable firing a shot.

The Magistrate: Yes, obviously. I think he said it purposely to see if he can get anything from it.

The Magistrate informed the witness that he could not expect to get compensation from the Government if he made contradictory statements.

A registration clerk of the Kwong Tai Loy boarding house identified the defendant as Li Shui-ping who entered the boarding house on the 17th June with a small trunk. The defendant said he had come down from Canton. He was taken to Room No. 12. Witness did not see the defendant on the 27th. Next morning he found his room empty.

The case was adjourned.

PEKING'S POOR.

In view of the increasing number of beggars in Peking, the Police Department recently ordered an investigation into the Actual number of poor people in the city. This showed that the total number in Peking requiring private or public assistance in their maintenance is 179,428 individuals.

SMART BATHING COSTUMES



Every sort of material is being used, for swimming suits this season, from gingham and cretonne among the cottons, to velvet and Canton crepe. Of course jersey, both wool and silk, will make many bathing costumes, while taffeta and satin will form many more.

Stockings and shoes should match the bathing suit, or the prevailing colour, if the suit is a combination of several colours. The bandana or cap, however, may match the costume or be in distinct contrast.

A BURST BOTTLE.

Milk Adulterator Fined.

An adjourned summons for selling adulterated fresh cow's milk came before Mr. E. W. Hamilton at the Magistracy yesterday afternoon. Mr. W. B. Hui submitted, on behalf of the defendant, that he was entitled to be discharged because the sample of milk taken by the Sanitary Inspector was not produced. Mr. T. M. Hurlburt, Assistant Crown Solicitor, said that the adulteration of the milk had burst the bottle and he contended that the production of the broken bottle was sufficient under the circumstances. The Magistrate considered and fined the defendant \$100. The prosecution alleged that there was ten per cent of water in the milk.

THE PEKING-MUKDEN LINE.

British Protests.

Peking, July 31.—At yesterday's Cabinet meeting the matter of the protest lodged by the British Legation over the conditions of the Peking-Mukden Railway was discussed. The note requested definite action toward the relief of that line from the malpractices of Marshal Chang Tso-lin who is holding a great number of locomotives and other rolling stock beyond the Great Wall thereby cutting down the effectiveness of the Railway to a great extent which in turn has caused the revenues to drop to something like only twenty thousand dollars a day whereas it should be measured in hundreds of thousands. In addition to this he has been withholding the revenues collected north of Shanhaikuan and is now insisting that his own underlings be placed in the responsible positions of the Peking-Mukden offices. Since this line is security for a foreign loan the matter is considered serious.

As has been the case right through in dealing with the Fengtien Marshal, the Cabinet came to no constructive decision. After a long debate it was decided to send a special representative, Mr. Chao Erh-hsun, former Viceroy of Manchuria, north of the Wall to see the actual conditions for himself and report to the Cabinet. In the meantime the conditions of affairs objected to will continue and Marshal Chang will work up more nerve to carry on his insolent policy toward the Peking Government. The grave nature of the situation is keenly felt among certain members of the Government, one of whom pointed out that unless drastic steps are taken to guarantee the security in the case of the railway in question, all the other nations having loans based on securities which are likewise not too well protected, will follow suit in getting their hands on the security and soon an international control will have sprung into existence.

CHINESE GOVERNMENT RAILWAYS.

Annual Report.

It seems rather a late date on which to review the annual report on the Chinese Government Railways for the year ended December 31, 1920, but, as is pointed out in the preface to the report, owing to a delay of about six months in the submission of the reports of the Peking-Hankow and Peking-Suiyuan Lines, caused by their amalgamation and subsequent reorganization in the same year, the preparation of the annual report could not be completed as early as expected.

THE INCREASE IN REVENUE.

The increase in revenue earned by the Government Railways during the year under review, in spite of adverse conditions such as flood, famine, local disturbances, etc., shows the great progress and development these lines have made, and a still greater increase of earnings may reasonably be expected when they are operated under more normal conditions. The operating revenues amounted to \$91,443,932, an increase of \$8,395,341 over those of 1919, and the operating expenses to \$42,780,105 as compared with \$38,400,340 for the previous year, while the net operating revenue showed an increase of \$4,056,975.

Net revenues show an increase per kilometre of line, due to the growth of traffic, on almost every railway, and they represent a return of 9.5 per cent upon the cost of road and equipment. There are only three railways which are unable to meet all operating expenses—the Chuchow-Pinghsiang, the Changchow-Amoy and the Hupeh-Hunan, the first having been under constant military disturbances and the two latter being short lines without connections. After meeting the needs of such lines as were unable to pay full operating expenses and income charges, the surplus for the year amounted to nearly \$40,800,000, which is nearly \$4,300,000 in excess of the amount for the previous year and equivalent to 25 per cent upon permanent Government investment.

POPULARITY WITH PASSENGERS.

The number of passengers who travelled on the various railways in 1920 was 31,172,088, as compared with 27,133,266 in 1919, an increase of 4,038,822; and the passenger revenue was \$34,385,560 compared with \$28,601,895 in 1919—an increase of \$5,783,664, or about six per cent. With regard to goods traffic, 21,625,331 tons were carried in 1920 as compared with 20,856,830 in 1919, and the revenue from this service amounted to \$50,670,132, an increase of \$3,625,945 over the figure reported in 1919. The number of persons in the employ of all the railways combined, as shown by the pay roll for December, 1920, was 77,622—an increase of 3,971 over the previous year. The total length of main line and branches on December 31, 1920, was 6,036,920 kilometres, compared with 6,027,253 in 1919.



THE SECRET OF AN EASY SHAVE

lies in the sharpness of the razor blades. "Valet" blades are the sharpest in the world, but they would soon lose their edge if it were not for the automatic stropping device which is the essential feature of the "Valet" Auto-Strop razor. A few strokes on the strop retain a perfect shaving edge on the blade for weeks and weeks.

"VALET" Auto-Strop Safety Razor

THE STANDARD SET
(No. 1) consists of heavily plated and tempered "Valet" razor, strop, and safety "Valet" brush, complete in a leather case lined with velvet.
Of all high class dealers



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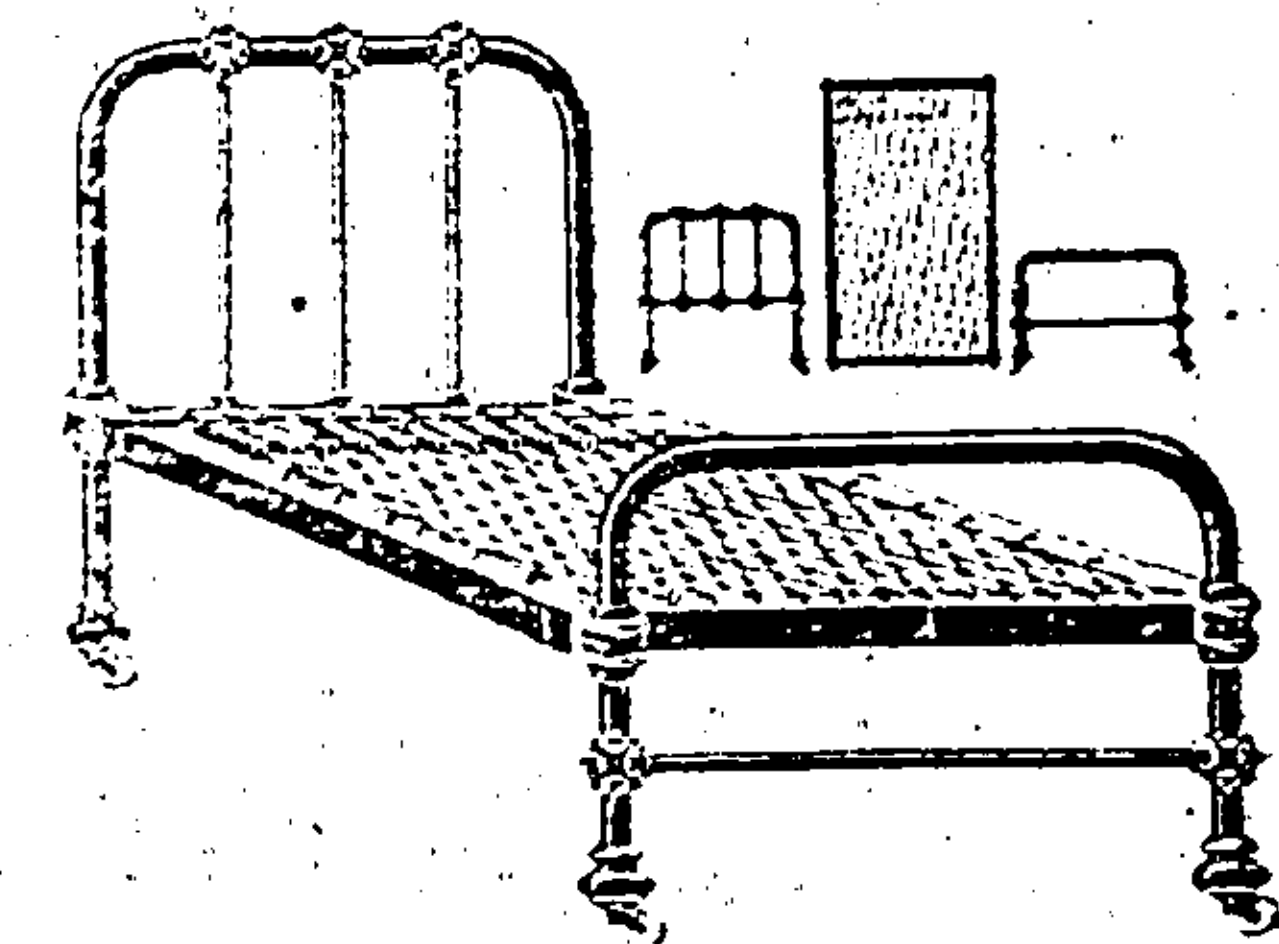
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THE LEADING NEW YORK
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BANK OF CHINA BUILDING
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WHITEAWAY'S GREAT BARGAIN SALE

THREE PART



BEDSTEADS

SIZE 3 ft. by 6' 6"

BLACK \$19.⁵⁰ EACHWHITE \$23.⁵⁰

ALL FITTED WITH STRONG COPPERED
SPRINGS AND BEST ENGLISH MAKE.
ALSO A LARGE SELECTION OF SIMMONS
DOUBLE BEDS.

AT GREATLY REDUCED PRICES.
BABY COTS

\$19.50 Each,

FIRST FLOOR, ELECTRIC LIFT.

WHITEAWAY, LAIDLAW, CO., LTD.

THE EXISTING SYSTEM.

The railway system now in operation is located principally north of the Yangtze River, but the Shanghai-Nanking, Shanghai-Hangchow-Ningpo, and Hupeh-Hunan Lines extend the system into South China. Plans for future construction promise to connect up other short lines in the south, as well as to duplicate there the facilities now serving the north. Per mile of railway, China has approximately 276 square miles of

territory, and 54,000 population. Korea has 71 square miles of territory and 13,000 population per mile of railway. India 40 square miles and 8,600 population. Japan 16 square miles and 8,000 population, and the United States 12 square miles and 3,800 population per mile of railway. The extent of the waterways in China will always serve to keep these average figures higher in China than in countries not so favoured.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—Evening work or after 5 p.m. by a young Anglo Indian with knowledge of general office routine. Speaks Malay, Hindustani & Cantonese fluently. highest references. Apply Box No. 760 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—FANLING, A New Bungalow situated on Wo Hop Sek.—Apply to Tsang Foo & Co.

FOR SALE.

FOR SALE.—High-powered Seven Passenger Touring Car, perfect running condition, driven only 5,300 miles. Owner driven. For information apply Box No. 721 c/o "Hongkong Telegraph."

FOR SALE.—Steam Launch—Length 66 ft. Speed 10 Knots. First Class Condition.—Apply Box No. 741 c/o "Hongkong Telegraph."

THE PEAK CHURCH.

THERE will be evening service and sermon in the Peak Church on the Sundays in August at 6 p.m.

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be closed for the transaction of Public Business on MONDAY, the 7th instant.

Hongkong, 2nd. August, 1922.

Imports and Exports Office, Hongkong, 2nd. August, 1922.

GENERAL HOLIDAY.

THIS Office will be open for all purposes from 9 a.m. to 12 noon on Monday, the 7th. August, 1922. Licensed Warehouses will be entirely closed on that day.

N. L. SMITH, Superintendent, Imports and Exports.

NOTICE.

THE HONGKONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

MR. Fred Fisher, has been appointed Inspector for the Society.

MOWBRAY S. NORTHCOTE, Hon. Secretary.

Hongkong, 2nd. August, 1922.

HONGKONG LAWN TENNIS ASSOCIATION.

PRESENTATION OF SHIELDS.

THE Shield will be presented to the Winners in the "A" and "B" Divisions by Mrs. Severn on Saturday, August 5th, at the Indian Recreation Club's Ground.

Exhibition matches will be played Winners versus The Rest in each Division, commencing at 4 p.m.

JOHN C. FLETCHER, Hon. Secretary.

Hongkong, August 2nd, 1922.

VICTORIA RECREATION CLUB.

NIGHT FETE

to be held on Friday the 11th, instant commencing at 9 p.m.

Programme:—

1—100 yards Interport Trial.

2—Four Lengths Boys (Handicap)

3—2 Lengths Ladies (Handicap)

4—2 Lengths Girls (Handicap)

5—Running Header.

6—Team Race (members only) 6 aside.

7—2 Lengths Handicap (Confined to H. M. Forces)

8—Water Polo.

Entries close on Friday the 8th, inst., at 5 p.m. to be sent to the Hon. Secretary, V. R. C.

A. McKIBBY, Hon. Secretary.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 4th Aug., 1922, commencing at 2.45 p.m.

at "Slemish," No. 93 The Peak A Large Quantity of Valuable Household Furniture

Also A Few Pieces of Blackwood-ware. On view from Wednesday the 2nd. August

Catalogues will be issued. Terms: Cash on delivery.

LAMBERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 8th. Aug. 1922, at 11 a.m.

at the Taikoo Dockyard (For account of the concerned) ex s.s. "CHIYO MARU"

3 Boilers dimensions:— Diameter over all 16' 2" Length 11' 8" weight about 55 tons

Terms: Cash on delivery. Inspection orders on application to

LAMBERT BROS., Auctioneers.

HONGKONG TRAMWAY COMPANY LIMITED.

(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND OF ONE SHILLING per Share on account of the year 1922 has been declared.

The DIVIDEND will be payable on and after WEDNESDAY, the 23rd. day of August, 1922, to Shareholders on the Register on TUESDAY, the 8th. day of Aug. 1922, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2s. 7½d. per Dollar.

By Order of the Board, W. E. ROBERTS, Secretary.

Hongkong, 24th. July, 1922.

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPOPON COAL.

THE undersigned are prepared to quote prices for best quality freshly mined SILIMPOPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 23 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD. Agents.

THE COWIE HARBOUR COAL CO. LTD.

HONGKONG HOTEL COMPANY, LTD.

NOTICE.

ISSUE OF 17th. FEBRUARY, 1922, OF 109,650 ADDITIONAL SHARES OF THE NOMINAL VALUE OF \$10. AT A PREMIUM OF \$5. EACH

(\$3. PER SHARE PAID UP) SHAREHOLDERS are reminded that a SECOND INSTALLMENT on the above of \$5. per share falls due on TUESDAY, the 15th. August, 1922

Remittances should be made to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, in Hongkong, on or before that date.

THE REGISTER OF SHARES of the Company will be closed from WEDNESDAY, the 2nd. TUE. DAY, the 15th. AUGUST, 1922 (both days inclusive), during which period no transfer of shares can be registered.

BY ORDER OF THE BOARD OF DIRECTORS, A. V. WARD, Acting Secretary.

Hongkong, 27th. July, 1922.

NOTICE.

WE have this day removed our General Office from the fifth floor, Union Building, and Passenger Offices No. 2, Ice House Street, to No. 4, Des Voeux Road, Ground floor, Hongkong, Shanghai Bank Building.

PACIFIC STEAMSHIP COMPANY.

NOTICE.

WE regret to inform our numerous customers that, owing to the destruction by fire of our PRINTING WORKS, (Duddell Street) we shall be unable to meet their requirements till further notice.

KELLY & WALSH, LTD. York Building.

NOTICE.

WE have this day removed our office from the General Post Office Building to No. 4-A Des Voeux Road on the Ground Floor of the Hongkong and Shanghai Bank Building.

THE ROBERT DOLLAR CO.

NOTICE OF REMOVAL.

WE have, from this day, removed our office to 16 Des Voeux Road, Central, First Floor. A. B. MOULDER & CO., LTD. Hongkong, 29th. July, 1922.

FOR HAIPHONG AND HOIHOW.

Halls for Haiphong and Hoihow every alternate Tuesday. The following prices per passenger: HAI-MUN (Capt. Charles E. Page). Apply Thos. Cook and Sons of P. Hong Kong, 111, Wing Lok Street.

DIOCESAN GIRLS' SCHOOL, KOWLOON.

THIS school will re-open on Tuesday, September 12th. Boarders return on Monday, September 11th.

The Head Mistress will interview all new pupils during the week, August 24th, to September 8th, between the hours of 10 a.m. and 1 p.m.

Prospectuses may be had on application at the school. C. A. FERGUSON, Head Mistress.

HARBOUR OFFICE NOTIFICATION.

BRITISH War Medals and Mercantile Marine War Medals having been received from the Board of Trade for the Officers and men of the Mercantile Marine who originally made application to this Office for the grant of the above awards, it is hereby notified that issue of these Medals will be made to those concerned, on application being made to the Harbour Master.

C. W. BECKWITH, Commander R. N. Harbour Master, &c. Hongkong, 31st. July, 1922.

NOTICE.

CARLTON HOTEL.

The fire in Duddell Street on the evening of July 31st, did not affect the main building of the Carlton Hotel (except for damage to the lower part of the Duddell Street side of the Hotel).

20 Bedrooms are available now. For the moment the service of meals has been suspended, while fresh cooking-quarters and a new dining-room are being installed; but these will be available within a few days, when the Hotel will be conducted as usual.

The Hotel, which is the only American one in the Colony, is quietly situated, yet is within a stone's-throw of the centre of the city.

MRS. F. E. CAMERON, Proprietress.

FOREIGN RESIDENTS AT YOKOHAMA.

The Yokohama authorities have just issued statistics of the foreign population of the port. Of the foreign nations represented there Chinese head the list with a total 4,841, British coming second with 1,237. America has 729 residents, Russia 453, Germany 261 and France 150.

CARGO-BOAT DISPUTE.

An Official Statement.

The Secretary for Chinese Affairs courteously forwards the following:—

Through the mediation of a Committee on which the General Chamber of Commerce and the Chinese Chamber of Commerce were represented, under the Chairmanship of the Harbour Master, a settlement of questions between Cargo boat owners and charterers was reached in March, last on the following terms:—

1. A day's hire shall be from 6 a.m. until 10 p.m. but should the work continue after 10 p.m. a quarter rate additional shall be paid up to 6 a.m.

2. If any boat is engaged after 6 p.m. and works during the night, a day's hire shall be paid and no extra pay for night work shall be made in this case.

3. Half a day's pay shall be paid for a boat engaged but not used.

4. A fraction of a day shall be paid for as a full day.

5. When the black typhoon signal is hoisted all boats under hire shall be towed to shelter at the expense of the hirer. Work resumed after the signal is lowered shall be at the rate agreed on when hired.

6. The above agreements may be waived by mutual consent of parties concerned.

Agreed to by all Parties on this 20th. day of April, 1922. These conditions have in practice been found unworkable: the principal stumbling block being the possibilities of abuse of the 25 per cent. regulation for work after 10 p.m.

Prolonged discussions during the last three weeks resulted in an agreement to cancel terms 1-5 of the March settlement, and to make No. 6 alone operative. To give it effect a form for separate contracts for each engagement was agreed upon in principle, and considerable progress was made towards shaping it. In its most recent outline it is as follows:—

The undersigned engages cargo-boat (s) No.

(1) To convey pieces of goods from bags of goods

from to punctually before (hour and date)

For each extra (hour) (day) beyond the time stated a payment shall be made of \$.... (hour and date)

To (hour and date) For each extra (hour) (day) beyond the time stated a payment shall be made of \$....

Agreed inclusive price (excluding extras as above) \$..... The following conditions shall apply to all agreements:—

1. When the black typhoon signal is hoisted before the clearance of all goods from boats under hire, they shall be towed to refuge at the expense of the hirers. But if the black signal is hoisted after the clearance of all goods from the boats, the hirers shall be relieved of all further responsibility in the matter.

2. Cargo-boat owners shall use all due diligence in the performance of this agreement.

Signature of hirer: Date:

The charterers are content that the price for each engagement (should be) agreed upon—and signed for in advance—within these conditions, but the cargo boat owners insist on the addition under all conditions of the 25% extra for work after 10 p.m.: they are not prepared to agree to include consideration of this item in the single agreed price of the whole contract. The charterers on their side cannot see their way to accept this addition, and refuse to consider it.

The charterers are now considering the formation of a cargo boat company of their own, which will make them independent of outside hire in future.

The Secretary for Chinese Affairs and the Harbour Master interviewed some 200 cargo-boat owners on Wednesday afternoon, but after much discussion failed to reach a settlement.

WHAT WORRY DOES.

Overwork and worry have most harmful effects upon the nervous system. The trying heat of the Far East also causes people to become nervous and run down. You feel irritable and depressed; sleep does not rest you, perhaps your limbs ache and you have a pain in the back. What you need is Dr. Williams' pink pills, for the new rich blood made by these pills supplies the nerves with just the elements they need, and so the nervous system is built up anew. Read the article, "Living on Your Nerve," on this page.

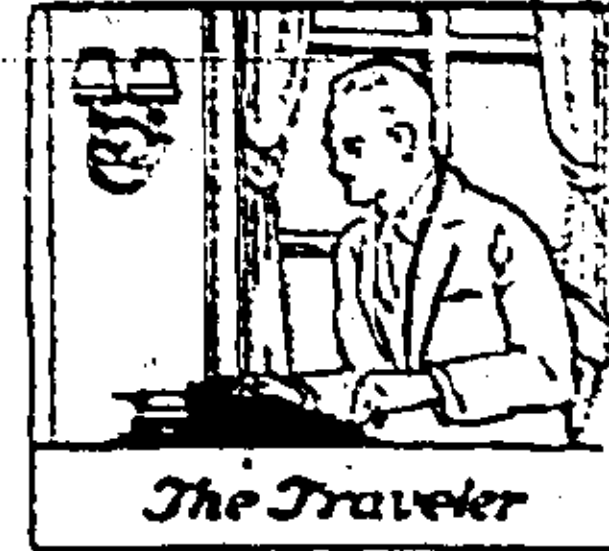
FOR YOU! FOR EVERYBODY!



The Doctor



The Writer



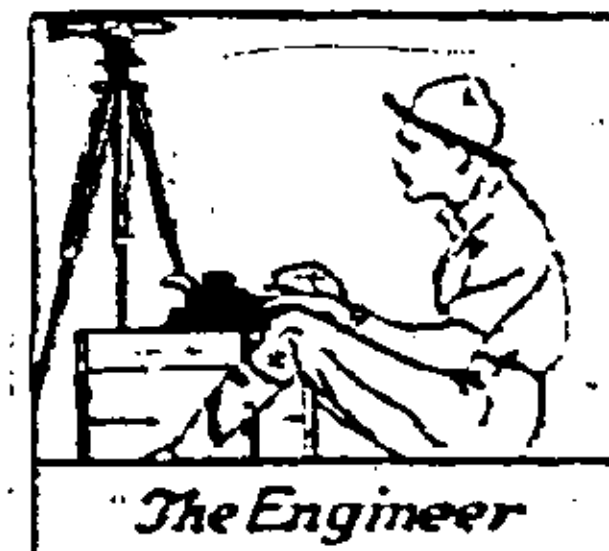
The Traveler



The Home



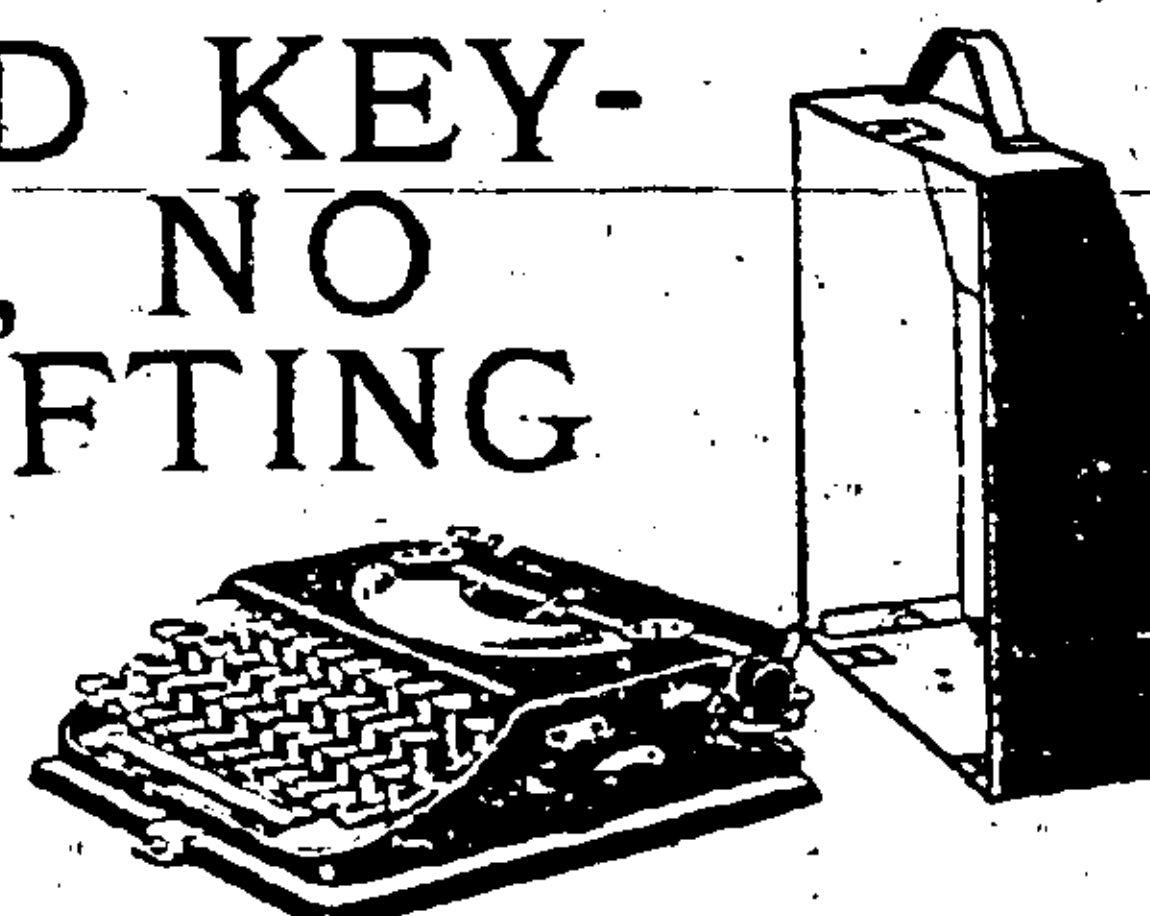
The Store-keeper



The Engineer

Remington Portable

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HID THE TRUTH.

A Lawyer Deceived.

In appearing for Au Hing, a licensed collector of cinders from boats in the harbour, who was charged with being in possession of \$9 worth of coal, Mr. R. E. A. Webster, at the Police Court this morning, before Mr. R. E. Lindell, stated that on this particular day a man with whom defendant had done considerable business came to his cinder yard and offered to sell a quantity of cinders. This was being transferred into the defendant's boat when the police made their appearance, and the seller instantly pushed off in his own boat and escaped, leaving the defendant, who had had no inkling of the origin of the cinders, to face the music.

His Worship—Your statement amounts to a plea of not guilty. Mr. Webster said that possession was admitted in the case, because it was otherwise required that the seller should have produced, and this they had not been able to do, not knowing the man's whereabouts.

His Worship decided to hear the evidence.

A looking deposed that on his arrival at the storehouse at Tai-kok-tui, a commotion occurred amongst the people on the boats. Defendant, who up to that moment had been busily occupied in taking delivery of the cinders from the other boat, became panicky and jumped into the water to avoid arrest.

Mr. Webster, who had not been informed of this part of the story by his client, admitted that he had been deceived. "I would not have told your Worship this story had I been properly informed of the facts," he said.

In refusing the application for a fine, in place of the sentence of four weeks imposed, Mr. Lindell told defendant that he would have been prepared to grant this if he had admitted the full story.

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DANCE RECORDS

3429	AIN'T WE GOT FUN NOT SO LONG AGO
3519	THE SHEIK WEEP NO MORE
3454	WANG WANG BLUES HOME AGAIN BLUES
3533	DAPPER DAN I WANT YOU
3454	SOUTH SEA ISLES SWEET LADY
3391	NESTLE IN YOUR DADDY'S ARMS I SPOILED YOU

ANDERSONS'

ANOTHER WORLD FLIGHT.

Air Ministry Gives Support.

(Reuter's Service.)

(Continued from Page 1.)

London, August 2. In the House of Commons, Major Guest, replying to Col. Moore Brabazon, said that he understood that proposal was afoot to attempt a world flight by an all-English seaplane next year.

The participants had approached the Air Ministry, which was satisfied that the project was sound and had a reasonable chance of success. The Ministry was prepared to assist when the time came.

It is understood that the Air League of Empire is also helping.

LONDON EXCHANGE MARKET DEPRESSED.

Marks Down Again.

London, August 2. The London exchange market was depressed. German markets were panicky on the French Note and in the absence of any indication that Germany is abandoning the policy of inflation, closing at about the lowest point so far recorded—M.3,760 to the £.

WASHINGTON TREATIES.

Australia's First Chamber Ratifies.

Melbourne, August 2. The House of Representatives has ratified the Washington Treaties.

(Continued on Page 6.)

THE BLUE FUNNEL LINE

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JASON 14th Aug. London, Antwerp & Hamburg
MENTOR 21st Aug. London, Amsterdam & Antwerp
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LIVERPOOL SERVICE
(Direct or via Continental Ports)

MEMNON 5th Aug. Genoa, Liverpool & Glasgow
KEEMUN 14th Aug. Genoa, Marseilles, Harre & Liverpool
NINGCHOW 7th Sept. Genoa, Marseilles, Liverpool & G'gow

PACIFIC SERVICE
(via Kobe and Yokohama)

IXION 23rd Aug. Victoria, Seattle & Vancouver
TALTHYBIUS 19th Sept. Victoria, Seattle & Vancouver

NEW YORK SERVICE
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EUMAEUS 5th Aug. (via Suez)
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THE PROBLEM OF DISBANDMENT.

Dr. Yen's Discussion With Diplomatic Doyen.

On July 20th M. de Freitas, Doyen of the Diplomatic Corps, is reported to have visited the Foreign Office and talked with Dr. Yen on troop disbandment in line with the suggestions accepted on this subject at the Washington Conference. Some time ago the foreign representatives in Peking discussed this problem of superfluous troops at a series of informal meetings of the diplomatic corps, and the questions asked of Dr. Yen by M. de Freitas were the result of these discussions.

Dr. Yen answered that the Government was seriously concerned with the whole problem of unbanding the soldiery and he believed that the situation throughout China was now clearing to some extent and it would soon be possible to take active steps toward reducing the strength of the provincial armies. The fighting in Canton is nearer an end, according to Dr. Yen's reported answer to the Diplomatic Doyen, and negotiations for a peaceful settlement of the Kiangsi question are proceeding rapidly. Reunification was the constant aim of the Government and with that once secured, disbandment would become more feasible.

Dr. Yen further stated that orders would shortly be issued forbidding the provincial com-

DEVELOPMENTS IN WEST CHINA.

Public Park and Public Library.

Chengtu, July 2.—The Tupan of the municipal Administration in this city is now taking drastic steps to reform the administration of the city. Recently he dismissed many employees from the Administration and is now advocating publicity for all municipal affairs. The office of the secretariat is to be permanently abolished in order to cut down the administrative expenses.

There are many new schemes inaugurated by the Tupan for the city and he has already ordered the Police Department to carry out many of them. Aside from this, the Tupan also invited the noted individuals of the province to help him to carry out his programme which includes the following: a charity organization, an orphan's home, a children's home, a public park, and a public library. He has also employed a British engineer to help him build new streets and big roads for the city. As to the public park, construction works have already begun. It is reported that bonds have been issued for completing the programme.

manders from enlisting or recruiting any additional forces. M. de Freitas is reported to have left the Waichow quite satisfied with the statements of Dr. Yen.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship "PRESIDENT GRANT" having arrived from Seattle, Wash. via ports, on 29th inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hongkong & Kowloon Wharf Godown Co. at Kowloon and stored at consignees' risk. Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 4th. Aug. by the Company's Surveyors, Messrs. Anderson and Asher.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claim will be recognised after the goods have left the Godowns, and cargo undelivered on and after 5th. Aug. will be subject to rent. No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

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5th Floor, Union Building.
Hongkong, July 29th, 1922.

WORLD-WIDE SPORT.

A Copenhagen telegram states that Newcastle United beat Copenhagen by two goals to one. At the Ring recently Seaman Hall knocked out Idris Jones in the ninth round.

At Cheltenham Gloucestershire bowlers defeated the Australians by 16 points. Six runs were played and Gloucester's score was 121 against 105.

Among the events decided at Lyons Club sports was the 100 yards girls' championship of Great Britain (run under the auspices of the W.A.A.A.), which was won by Miss N. E. Callebout.

A Milan telegram states that an Association football match between a British team from Burnley and a representative Italian team resulted in a victory for the visitors by three goals to one.

Cambridge University lawn tennis team, which had previously been undefeated, were beaten by 15 matches to four by a strong team of world's champions and international players brought down to Cambridge by Mr. W. C. Bersey.

The Argentine Polo Federation, now on a visit to Great Britain, scored heavily when they won the Open Cup at Ranelagh with their first team, and the Ladies' Nomination Tournament at Hurlingham with their second.

At Firhill Park, Glasgow, in the final of the Scottish Junior Cup, St. Rochs, as in the previous game against Kilmarnock Rangers, won by two goals to one. The attendance was even a larger one than on the first game, and the gate amounted to over £730.

H. V. L. Ross, the London-to-Brighton record holder, won the three miles international walk at the Mollari Sports Club meeting at Stamford Bridge in 22 mins. 35.1-secs. Some disappointment was caused by the absence of Ugo Frigerio (world's amateur champion) from the Italian team and W. Wehr from the English trio.

STRAITS CHINESE.

Representation and Vote Qualification.

"British Chinese" writes to a Penang contemporary asking for the fulfilment of the Governor's promise to "most carefully consider" the question of the representation of the Penang Chinese on the Legislative Council. The correspondent suggests an informal plebiscite to determine which man—or two men as desired—should be suggested to the Governor for appointment. The trouble is that there is no qualification for the franchise. Any one who borrowed or bought a paper could sign a coupon, in fact the paper might find it to its advantage to issue them in order to swell the apparent number of its clientele, so that there would be no voters' test. Then is it quite plain in this communal representation, that other communities would be content to allow the Chinese of Penang to have two members, while the Chinese of Singapore had only one, or even two. Counting noses, we suppose that if the Penang Chinese had two members, then the Straits Chinese would have at least double that number. That is the very stumbling block in Ceylon. The Sinhalese are claiming to have territorial representation: that is voting according to the place of residence, entirely independent of community. The Tamils point out that they would be swamped, or be liable to be swamped, while the present European members would not have a dog's chance. Whether territorial representation be accepted or communal, there is still the difficulty of settling the franchise. If the Singapore Cricket Club should be given the power of nominating a candidate—some suggest they should have the power of election—is the payment of subscription, or a big Bar bill to be the test of voting? Perhaps the solution might be found in the payment of taxation—give a vote to every one who pays Municipal assessment, one vote for every fifty dollars paid; or better still, the income tax. Nobody who does not pay income tax to vote, and a vote for every fifty dollars paid. This latter suggestion ought to meet with the approval of the C.E.T. and the Treasurer.—*Singapore Free Press.*

BEVAN DECLINES INTERVIEW.

No Statement Just Yet.

The Vienna correspondent of the Times writes under date June 19:—

I was at the Court this morning during Bevan's examination, and was able to get a glimpse of him. The inquiry was held in a room adjoining the cell now occupied by Bevan.

As the examination of the prisoner was an informal one, I could not obtain permission to attend it, but the Judge saw no reason why I should not interview the prisoner if he were prepared to see me. Bevan declined an interview, sending word that he had no statement for the British public at the moment.

From the documents bearing upon his examination I gathered that the offences he was charged with—namely, of false registration and resistance offered to the police—have been dropped to make room for his early extradition.

Bevan is still wearing a beard and side whiskers, but his hair is no longer all black, as near the skin the light colour is showing. On his temples it appears to have become white—presumably from care and anxiety.

MANCHURIA PROCLAIMS AUTONOMY.

Marshal Chang Tso-Lin Assumes Commandership.

Mukden, July 18.—After the alteration of his signboard from that of High Inspecting Commissioner of Manchuria into Headquarters of the Paoan or Peace-preservation Army of the autonomous Three Provinces of Manchuria, Chang Tso-lin formally assumed his official duties yesterday. After a pompous ceremony, Chang Tso-lin immediately wired to the authorities in Fengtien, Kirin and Heilungkiang as follows:—

"As political autonomy has been proclaimed by Fengtien, Kirin and Heilungkiang with the full consent of the Manchurian people without the least interference from Peking or any other side under whatever name, the first duty of the authorities within Manchuria must be to preserve order and protect the people in the name of the self-government. The official titles of Tsuchun and Shengchang should be discontinued. Secondly all revenues either from Sino-Foreign sources or pure Chinese offices are to be kept solely for the use of the Manchurian Governments in Mukden, Kirin and Tsitsihar without remitting any of the funds to the existing Central Government in Peking, including the salt offices at Newchwang and Changchun. Thirdly, all government offices which were formerly held by officers appointed by Peking should be supplied with passports and travelling allowance, and their vacancies must be filled by capable men who are to be nominated by the peoples of Manchuria; but the final power of veto rests with the Commander-in-Chief of the Paoan troops." This completes the political independence of Manchuria and Chang Tso-lin is quietly regrouping his armed forces. Peace and order prevail in Mukden.

ATHLETICS.
England with 21 points won the fourth International Athletic Contest at Glasgow. Scotland scored eight and Ireland four. England won all the events, except the high jump, won by Scotland, and the hurdles, in which Ireland was successful.

CHEAPER HOUSES.
The average price per house under the State subsidy building scheme in the month ended June 1 was £404, according to Sir Alfred Mond. This is a reduction of 57 per cent. on the average for September 1920.

BOILERMAKER CALLED TO THE BAR.

Labour M.P. Who Studied After the House Rose.

Mr. Alfred Short, M.P., who has passed his final examination for the Bar, is a boiler maker by trade, and the son of a working moulder of Sheffield.

He won the Wednesday Division, which was regarded as a Conservative stronghold, for Labour at the last General Election after a short and strenuous campaign.

He joined Gray's Inn in 1920, and will be called to the Bar shortly.

In an interview he explained that his main object in seeking to enter the legal profession was to qualify himself to become more useful to his fellow workers. He has always taken an interest in legal matters, and his Parliamentary experience has emphasised the usefulness of legal training to a trade union leader.

The stress of Parliamentary life, the calls of trade union activity, and, for a period, indifferent health, made the work seem doubly difficult, he said.

STUDY IN TRAMCAR.

"There were times when I felt that the task was beyond me, and it was at these stages that the assistance, encouragement and enthusiasm of Mr. S. S. A. Cambridge, the highly efficient coach of Gray's Inn, were most useful."

The work, however, had to be done. Time was the essence of the contract.

In the train, on the tramcar, in the bus, in the library of the House of Commons, and in the quiet of my private room, I took advantage of every spare moment, and became a slave to my books.

After the House had risen I often used to go to my rooms to "swot" until the early hours of the morning.

Mr. Short was born on November 24, 1882, at Gloucester, and was educated at the Elementary Council School, Sheffield.

THE TRADE IN ARMS.

Leakage Somewhere.

While we may disbelieve the reports in our Chinese contemporaries of military men coming to Shanghai and making weekly purchases of aeroplanes, it seems only too likely that there are ways and means of getting illicit ammunition here. The reports are too frequent to be altogether ignored, although we need not accept as gospel what is said about field guns and the heavier type of ordnance, as a distributing centre for rifles and small arms ammunition—and that of a government brand—Shanghai seems to do pretty well, and the same as regards Hankow. For instance, there is quite an interesting story to account for how Dr. Sun Yat-sen's troops have been able to make headway against Chen Chiang-ming, especially when it was well-known that they were short of powder and shot. They are supposed to have, somehow or other, received adequate supplies from Hankow, and this in spite of the fact that Wu Peifu is in power in that part of the country. There seems something quite interesting about the whole business, for apart altogether from what the arsenals in different parts of the country may turn out, enterprising generals with money behind them always seem to be able to supply their wants elsewhere. Yet not a great deal ever comes to light about gun-running or smuggling.

—N.Y. D.N.

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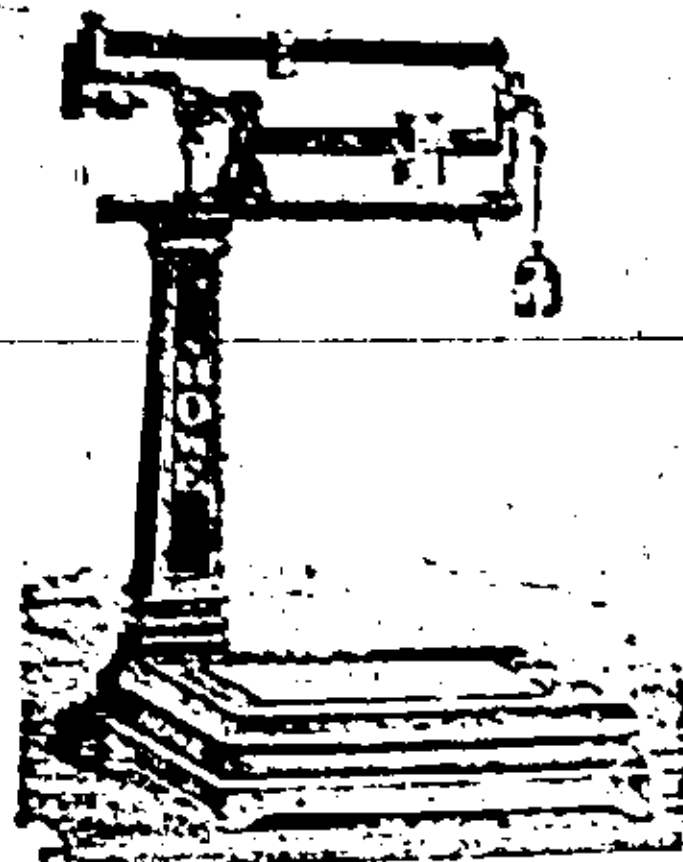
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BIRTH.

ONDERWYSER.—At Soerabaja, on the 2nd August, to Mr. and Mrs. Onderwyser, a daughter, Anita Kathleen.

The Telegraph.

HONGKONG, 3rd August, 1922.

THE WAR DEBTS.

It is clear that the war-debts problem has entered a crucial phase. Although Britain is owed far more than she owes, members of the Government made it known that the country would willingly participate in an all-round conference respecting cancellation of war-debts. However, Britain's only creditor, the United States, insists upon her pound of John Bull's flesh (whether America's other debtors are to be similarly called upon is not certain at the moment); and, as the Leader of the House of Commons announced some months ago, Britain will punctiliously fulfil her obligation. This amounts to about £350,000,000, the annual interest-charge alone representing some fifty millions sterling, which has constrained the Government to address a Note to the Allies (six in number, with France as the chief). Hitherto Britain has made no demands upon her associates, although their indebtedness to Britain exceeds Britain's to the United States. The Government intimates that the circumstances of the case compel Britain reluctantly to abandon the idea of relinquishing all her claims, but that the repayment required will be limited to the sum which Britain has to repay America.

As the Note admits, America is only exercising her legal rights in pressing for repayment, but, as is also pointed out, it cannot be right for one party to a common enterprise to recover all she lent, and another be required to repay all she borrowed while recovering nothing. As a matter of fact, the Note, as cabled, states the case the other way, throwing the emphasis, with a certain appropriateness, upon America's insistence. Without wishing to make invidious distinctions, it is justifiable to recall in this regard that whereas Britain entered the conflict from the start and incurred terrific sacrifices in men and money, the United States did not come in until well over two and a half years had elapsed,

during which period America had been making huge profits out of war supplies. Notable citizens of the United States have favoured the abandonment by their country of all war claims, asserting that America's own commercial interests require this; but it is manifest that Washington is indisposed to adopt this attitude, which would probably be unpalatable to the American public, unless further enlightened as to the economic bearing of the whole problem.

Such being the case, Britain has no option but to look to her debtors for some reimbursement, particularly as Britain's debt to the United States was incurred largely on behalf of the Allies. Anybody reading the Note will find it difficult to question that the Government's offer is marked by memorable liberality. Assuredly nobody—certainly not Britain—would wish to undervalue France's sweeping sacrifices in the great conflict, but the present attitude of the Quai d'Orsay certainly looks one-sided. France proposes that Britain shall forego all war debts and reparations, leaving the Republic free to extract all she can from Germany. We are actuated by no spirit of boastfulness when we say that, in regard to the degree of aid furnished by an ally, history affords no parallel to that which Britain rendered to France, granting that their interests were common. The British nation, as we need not remind the reader, is now shouldering a tremendous burden of taxation. On a number of points Britain has made financial concessions to France, and raised nothing more than a formal protest against the agreement between M. Loucheur, the Minister for Reconstruction, and the late Dr. Rathenau, by which France obtained a species of preference in regard to reparations. Further, it has to be remembered that beyond the £1,098,000,000 owed by the Allies, Britain has suffered colossal losses in respect of Russia and Germany. The cable puts the total of war debts due to Britain from all quarters at £3,400,000,000. Even this bewildering sum includes only the amount actually accrued due from Germany, not future liability. The British Note to the Allies limits the demand upon them to partial repayment in the degree already indicated, and at the same time adds a proviso that Britain, without requiring the Allies to relinquish their reparations claims, will entirely abandon her own claims both against the Allies and against Germany if this renunciation were to form part of a general plan whereby the whole problem could be settled. Presumably this is a final invitation to the United States. If there is no response from that quarter, it is difficult for the impartial mind to see how Britain could be expected to act more generously than to forego part of her claims while paying her creditor 100 per cent.

Modern Sanitation.

After October 1st, Peak residents will be able to secure the use of water from the public mains for flushing purposes if they so desire and will thus be able to enjoy the benefits of modern sanitation. This announcement, made at Tuesday's meeting of the Sanitary Board, follows the Government investigation of the question of the general adoption of the water-carriage system. It will be recalled that in October last a special committee reported on this subject and in March the Sanitary Board, whilst recognising that the time had not come for the general application of the system, recommended that it might be put into operation in certain districts, the Peak being especially stressed. The Government has now acceded to the

DAY BY DAY.

OUR DEEDS ARE LIKE CHILDREN BORN TO US; THEY LIVE AND AGED APART FROM OUR OWN WILL. NAY, CHILDREN MAY BE STRANDED, BUT DEEDS NEVER; THEY HAVE AN INDESTRUCTIBLE LIFE IN AND OUT OF OUR CONSCIOUSNESS.—George Eliot.

Two fatal cases of plague were notified yesterday, both being Chinese.

The total rainfall registered at the Botanic Gardens last month was 18.33 inches. The heaviest fall was on the 8th, when 4.18 inches were recorded.

Lieut. A. J. M. Weyman has been granted nine months' leave, and during his absence Major G.D.R. Black will have command of the Cadet Company of the Volunteer Defence Corps.

A small outbreak of fire occurred yesterday amongst a quantity of rope stored in Messrs. W. S. Bailey and Co.'s yard at Tolo. The Brigade promptly turned out and extinguished the flames before much damage was done.

A Japanese living at No. 12, Macdonnell Road has reported to the police a robbery which occurred in his house and resulted in the disappearance of a Remington typewriter, a watch and chain and a quantity of clothing, of a total value of \$541.30.

John Remedios, an ex-active serviceman, who has been before the Magistrate on charges of embezzlement whilst in the capacity of Government employee at the Treasury, was remanded for another week on being brought before the Magistrate this morning. There are four charges against defendant.

Going in a westerly direction, a car accidentally knocked down a Chinese in Connaught Road Central yesterday. It was stated that the boy ran across the roadway in front of the car and there was not sufficient time to pull up to avert the collision. The lad was removed to the Government Civil Hospital in a serious condition.

request so far as Peak residences are concerned. There is, we understand, no question of forcing residents in the matter; if the water-carriage system is wanted, it can now be adopted by the simple expedient of linking up with the mains, thus doing away with the necessity of providing an independent supply. For the moment, this concession applies only to the Peak district, but it is obviously only a question of time before the whole Colony will be able to rid itself of the old and decidedly objectionable method now in fairly general operation for the disposal of sewage. So much is to be inferred from the Government statement that the increasing demands for water preclude the possibility of making water from the mains generally available for flushing purposes, pending completion of extensive waterworks schemes now in contemplation.

An Important Point.

If there were sufficient water, no doubt the new system would be made available to all districts of the Colony, but that time has not come yet. In this case, there does not appear to have been any undue preference shown to the Peak, as might be imagined by those unacquainted with the facts, because it is on the Sanitary Board's recommendation that the Government has acted as it has. At a meeting of the Board in March, it was agreed that the matter of using public mains for flushing purposes be made dependent on the water available in particular localities. And it is on that ground that the Government has come to the conclusion that there is no reason why the Peak should not now enjoy the water-carriage system. As our resources are expanded, no doubt other districts will also be brought in. The Government says that the amount of water required to work the system on the Peak will be small, but, in fairness to other localities, it is to be hoped that the decision to allow water to be drawn from the public mains for this purpose on October 1st, will be contingent on there being no fear of a shortage at that time.

INVENTOR OF TELEPHONE.

Death of Dr. Bell.

(Reuter's Service.)

(Continued from Pages 1 and 2.)

Sydney (Nova Scotia), August 2. The death is announced of Dr. Alexander Graham Bell, the inventor of the telephone.

[The late Dr. Bell was born at Edinburgh, in 1847. He was educated at the Royal High School, Edinburgh; Edinburgh University; University College, London, and matriculated at the London University when 20 years of age. He went to Canada in 1870, became Professor of Vocal Physiology at Boston University; patented the invention of the telephone in 1876; invented also the phonograph, induction balance and telephone probe, and (with C.A. Bell and Sumner Tainter) the graphophone. He took a keen interest in the laws of light and the education of the deaf. He was former President of the American Association to Promote Teaching of Speech to the Deaf and of the National Geographic Society. Since 1888, he had been Regent of the Smithsonian Institution. He received the Freedom of the City of Edinburgh in 1920, was awarded the Volta Prize by the French Government in 1881, was an Officer of the French Legion of Honour, was awarded the Prince Albert Medal (London Society of Arts) in 1902 and the Hughes Medal of the Royal Society in 1913. He was the founder and endower of the Volta Bureau and a member of the National Academy of Sciences and many foreign and American societies.]

THE "EGYPT" ENQUIRY.

Indian Crew's Conduct Denounced.

London, August 2. On the resumption of the Board of Trade enquiry into the loss of the P. & O. liner Egypt, a passenger, Captain Carr, of the Indian Army, gave evidence that he jumped into a boat full of Indians which was pushing off. He fired his revolver overhead, making the Indians make room for sixteen passengers. Captain Carr was of opinion that a serious attempt to restore order would have been successful. He said that, as far as he saw, the British officers did their best. Lieut.-Colonel Franklin, in an affidavit, said a boat containing a number of ladies capsized owing to Indians jumping into it. The women were drowned.

Robert Bayan, in an affidavit, declared that he saw three boats filled with Indians lowered and moved away immediately, despite protests by passengers and white stewards who called them to return to take the women and children.

Mr. Cotter, for the Marine Workers' Union in a speech denounced the conduct of the Indian crew and declared that the disaster would never have occurred with a proper, qualified British crew.

BRITISH CIVIL SERVANTS IN INDIA.

Empire to Fulfil Its High Destiny.

London, August 2. In the House of Commons debate concerning the anxiety of British Civil Servants in India in regard to the effect of the Constitutional reforms on their position, Mr. Lloyd George said that, despite drawbacks, there had been a very satisfactory measure of success in the great experiment of self-government in India, but the real test would be whether moderates or anti-British extremists were returned at the next election. If the latter, that would constitute a serious situation, which Britain would have to take into account.

Mr. Lloyd George emphatically declared that Britain would never relinquish her responsibilities to India, but would take whatever steps were necessary to discharge or enforce them, because withdrawal of the strong hand of Britain from India would result in anarchy. The British Civil Service must remain in India, and the Government would see that they get fair play. The British Empire meant at all costs to continue to discharge its sacred trust in India and to fulfil its high destiny (cheers).

BRITISH OIL CONCESSION IN MACEDONIA.

Report Confirmed in Parliament.

London, August 2. In the House of Commons, replying to Com. Kenworthy, Mr. Harmsworth confirmed that the Anglo-Persian Oil Co. had negotiated exclusive oil-drilling rights in Macedonia with Greeks. This did not include oil rights in Thrace, which were subject to a Græco-Turkish dispute. The Government had accorded the Anglo-Persian Co. the usual support always given to reputable British firms negotiating with foreign Governments.

Oil Exploration in Sumatra.

Amsterdam, August 2. The Batavia Oil Co. has been granted a new concession of 3,815 hectares in Palembang, Sumatra.

THE NEAR EASTERN CONFLICT.

Concentration of Greek Troops.

Constantinople, August 2. A British communique states that the Greek concentration of troops in Eastern Thrace continues. Military and naval preparations for resisting attempts to violate the neutral zone are going on. Greek cavalry crossed the frontier at Kurfali this morning. Turkish police fired and the Greeks withdrew, leaving three killed and one wounded. Greek patrols occupied a farm at Sarikeni, over the line of demarcation. A French officer demanded explanations.

AIRCRAFT DEFENCES IN BRITISH POSSESSIONS.

Hongkong Not Provided For.

London, August 2. In the House of Commons, Viscount Curzon asked whether there were any aircraft defences in any British dockyards, fuelling stations, or naval establishments abroad other than at Malta. Col. Amery said he understood that aircraft would be available if required for the defence of Port Said, Suez, and Aden. Asked whether that meant that there were no aircraft defences at Singapore or Hongkong, Col. Amery replied in the affirmative. Com. Kenworthy remarked that this was disgraceful.

FRENCH RAILWAY SMASH.

Paris, August 2. It is now stated that thirty were killed in the Ville Comtal railway accident. The injured include six women, who are in a grave condition.

CANTON NEWS.

Sun's Removal again Demanded.

Our Canton correspondent writes that during the last few days large numbers of soldiers have been dispatched from Canton to the North to strengthen the defensive lines. It is computed that well over 50,000 men have been sent during the past three weeks.

A general meeting of naval and military officers was held at White Cloud Mountain on Tuesday at which it was reported that trading junks had been greatly interfered with by armed patrol launches from the cruiser, Wing-fung. It was also reported that many pirates have taken place on the narrow waters and that traffic between certain districts is entirely stopped. People inland are suffering terribly from the lack of foodstuffs. In view of the fact that the fighting in the north has gone against Sun, and there is now no possibility of his receiving assistance from the Northern Expedition, the meeting decided to demand Sun's leaving Canton and the handing over of his fleet within a certain time. If Sun does not comply other, and stronger measures will be taken to secure his removal.

Five members of a certain political Club have been arrested and shot on the orders of a Court Martial in connection with an assassination plot.

Watch Ngai

A special correspondent in Canton writes to say that looting has ceased, but that the Canton soldiers are still very troublesome in the city and suburbs. General Ngai Bong-ping is the man to watch at the moment; for it is said that the Kwok Min-tan people are looking to Ngai to save Sun Yat-sen. It was General Ngai who saved Sun on the night of Yip Kue's first attack on the Yamen and people are now of the opinion that Ngai is planning to get Sun safely away from Canton.

Peking News.

To-day's telegrams from Peking state that the floods on the Peking-Hankow railway have subsided and that traffic has been resumed.

It is reported that four political parties are endeavouring to secure the formation of a Coalition Cabinet, but that 250 Members of Parliament have combined in an independent body to prevent it.

LATE MR. MURRAY STEWART.

Tribute at Council Meeting.

Before the usual business of the Legislative Council commenced this afternoon His Excellency Mr. Severn referred to the death of the late Mr. Murray Stewart. He was a member of the Council at various times from 1908 until 1912. He took the deepest interest in public affairs and had always shown that he had a thorough knowledge of the subjects on which he spoke. Outside the Council he would be remembered for the strong attitude which he took up in obtaining for the Colony that open space known as the "finest site" on which the war memorial was to be erected. After Mr. Murray Stewart left in 1912, his interest in local affairs in no way flagged. During the war, in spite of his unimpaired health, he did good work in connection with the money placed at his disposal by the War Charities Committee. His Excellency much appreciated his talents and straight character. It was with a sense of pain that his friends witnessed his loss of physical power. Mr. Murray Stewart was astonished at the progress made in the Colony during his nine years' absence. His last words to his friends on leaving were that he expected to find changes and rejoiced to find the Colony prosperous. But there was one thing he would not have changed—and that was the friendships he had gained here. His Excellency proposed that an expression of sympathy should be sent to the late Murray Stewart's brother, Mr. Gershom Stewart, M.P.

The Hon. Mr. E. V. D. Parr, speaking on behalf of the official members, supported His Excellency's remarks. As a personal friend, he could corroborate that Mr. Murray Stewart gave his best in the interests of the Colony, both before and after he became a member of the Council.

PACIFIC MAIL INTRUDER.

Arrested Man in Court.

A deal of interest is being displayed in the case of the young Filipino who, as reported in our issue of yesterday, was arrested after it was discovered in the Pacific Mail Steamship Company's office. The arrested youth, who has now given his name as Fili Anzueto, his age as 26 and his address as No. 36, Lee House Street, is alleged to have concealed himself under a desk in an upper floor office of the Pacific Mail Steamship Company, from which he made a bolt for the stairs and escaped into the street when he was surprised by a coolie who had gone to sweep the floor.

The circumstances of Anzueto's arrest resulted in four charges being preferred against the prisoner when he appeared before the Magistrate (Mr. E. W. Hamilton) this morning. They were—

(a.) Being found in the offices of the Pacific Mail Steamship Company with intent to commit a felony.

(b.) Assaulting a Chinese constable in order to evade arrest.

(c.) Being in possession of a full-loaded automatic pistol.

(d.) Being in possession of burglarious implements, to wit: four files, five fret-saws, a jemmy and an electric torch.

Detective Inspector J. Grant, who is conducting the case for the police, said that it was the desire of the Captain Superintendent of Police that the three minor charges be dealt with summarily by his Worship in that Court, but that as regards the count of being in possession of the automatic pistol, the powers for the infliction of an extraordinary penalty bestowed by the special Ordinance be availed of and two Magistrates sit in the trying of the charge.

Mr. Hamilton considered the case a serious one. Mr. Leo d'Almeida, who appeared for the defence, said that the reports in the newspapers certainly appeared to be strong against the man.

Inspector Grant said that if his Worship was of that opinion, the case could be sent to the Criminal Sessions at the Supreme Court. The man would at any rate be sent back to the Philippines after he had finished with the police here.

His Worship postponed his decision on this point, in order that he might first consult with the Senior Magistrate (Mr. Lindell).

The case was remanded until to-morrow morning.

STOWAWAY CASE.

Four Men Sentenced.

The five men who were concerned in the charge of stowing away aboard the China Mail liner Armanestan, and whose case was held back in order to enable them to produce evidence supporting their claim that they had paid certain sums to a member of the crew in the belief that he would see them out of the difficulty, again appeared before Mr. R. E. Lindell this morning. According to the statements of other members of the ship's personnel of whom the pursuer's clerk was one, it was the assistant cook who found the defendants and reported their case to the Captain. Inspector Grant informed the Court that the other man mentioned by the defendants could not be traced.

When asked for their statement, the first accused said:—I handed over a sum of \$10 to him (the assistant cook) in order that he might get me a hiding place on board.

Accused No. 2:—My ticket was in the possession of our foreman and he said he had lost it. It was my relatives in Singapore who entrusted him with it for safe keeping.

His Worship:—Then you were not capable of looking after the ticket yourself?—I repeatedly asked him to return it to me, but he refused.

Accused No. 3 made the same statement as the first accused.

Accused No. 4:—Eleven dollars was all I could afford. I gave this sum to the assistant cook.

Accused No. 5:—My \$15 had been handed to someone else, not this man. He could not be found.

His Worship convicted Nos. 1, 2, 3, 4 and 5 with a sentence of three weeks each, but discharged No. 2. No. 5, who then proceeded to argue with his Worship over the sentence, was informed that another week had been added to his sentence.

A YEAR'S EXPENDITURE.

Hongkong and Kowloon Projects.

The Draft Appropriation Account for the past year, being a comparative statement of the estimated and actual expenditure of the Colony for 1921, laid before the Legislative Council to-day, shows that the estimated outgoings were \$17,350,150, whilst the actual sum spent was only \$15,739,652.

There are some interesting items given in the statement, from which we extract the following:—

For road improvements in Shaikwan village, a sum of \$20,000 was estimated, but only \$2,843 was spent, it being explained that inability to obtain possession of property prevented this work being proceeded with. A further sum of \$10,000 was estimated for other improvements in Shaikwan village, but none was spent, as resumption could not be effected.

The estimated vote of \$5,000 for the widening of the lower portion of Garden Road from Queen's Road to St. John's Place was not utilised, it being decided not to proceed with this scheme. For the same reason, no portion of the sum of \$13,000 voted for a sewer connecting the Wan-chai Gap with the city system was expended.

A sum of \$40,000 was earmarked for the reconstruction of Queen's Statue Wharf, but only \$13,370 was spent, the work not being commenced until late in the year.

Regarding the Praya East reclamation, a sum of \$100,000 was estimated for road improvement at Arsenal Street (resumption and alterations of buildings), but the actual sum spent was \$294,800, the explanation being "under-estimated."

Nothing was spent on the proposed new Police Station for Yau-mati, for which a sum of \$70,000 was earmarked, the work not having been begun.

Regarding Kowloon, only \$13,340 was spent on the extension of Coronation Road, though the estimate was \$30,000, it being explained that there was less progress (due to heavy cutting) than was anticipated.

A sum of \$100,000 was estimated for improvements in existing Kowloon main roads to fit them for light motor lorry traffic up to three tons, but only \$36,730 was spent, it being stated that the greater portion of this work was deferred pending the decision regarding tramway roads. The sum of \$10,000 for alterations to electric lighting in Kowloon was untouched, the work being held over pending a reconsideration of the lighting scheme.

CORRESPONDENCE.

To the Editor of the "Hongkong Telegraph."

The S.P.C.A.

Sir,—I regret to note that the Hon. Sec. S.P.C.A. has not yet favoured me with the information I requested in the *Telegraph* a few days ago. It must be obvious that such information would be useful to any interested in the present and future welfare of the Society, and who particularly desire that this Society will not meet with a similar fate to that of its predecessor.

I hardly think my request can be regarded as unreasonable, as no report of its activities has been circulated; in fact, beyond enrolling members and collecting funds, the Society has advanced but little, if any at all, during the past year and should my queries be answered it would almost constitute the Society's first annual report.

I am pleased to note that an Inspector has now been appointed, and I hope that good work will be done in the future, and that the Society will always be well supported financially and thus enabled to permanently maintain, at least, one Inspector.

Every individual member should take an active interest and support the Society's officials as far as possible, to continue the excellent work it has commenced in its second year of existence.

Thanking you for your courtesy in the past.

Yours etc.

"MEMBER"

Hongkong, Aug. 3, 1922.

DAIRY FARM NEWS.

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LU YUNG-HSIANG'S ATTITUDE.

Peking Sends Envoy.

Hangchow, July 27.—That the Peking Government is dissatisfied with the movement of General Lu Yung-hsiang of Chekiang is shown by the arrival of General Wang Tze-hsiang, military adviser to President Li, yesterday morning from the North and his official mission is to ascertain the real truth about the attitude of Chekiang towards Peking. General Lu and General Wang met at ten o'clock and the Peking representative left here immediately for Peking via Shanghai and Nanking. It is understood that General Lu declines to alter his political attitude until the formal opening of the Old Parliament and the establishment of a Central Government through proper legal methods. Chekiang still recognizes General Li Yuan-hung as the *de facto* President only, on the ground that his restoration to the Presidency had no legal foundation and that Chekiang will defend itself in case other provinces attack it; but for the present, it will be self-government without outside interference from Peking or any other quarter whatsoever. General Lu strongly denied that Chekiang has declared its political independence; but the revenues of this province will not be remitted to Peking until the Central Government has attained legal rights through parliament. Further, General Lu denies the report that he has invited Dr. Sun Yat-sen to remove his political activities to Hangchow simply because there is no necessity to do so, although he admits that for political expediency, he has been in communication with the chief leader of the Kuomintang party in the Liang-Kwang Provinces. It remains to be seen what action the Peking Government or in reality, General Wu Pei-fu of Loyang, will take to deal with General Lu after the return of General Wang from Hangchow. Political unrest prevails in the Lower Yangtze Valley and the sudden visit of General Wang to Chekiang is attracting a great deal of interest among Chinese official circles.

U. S. POST OFFICE AT SHANGHAI.

Important Notification.

The U. S. Postal Agent in Shanghai has issued the following office order regarding mails addressed to countries foreign to the United States and possessions:

1.—Hereafter no mail matter will be accepted in this office for despatch to countries foreign to the United States and possessions.
2.—Mail matter found in the drop boxes of this office, addressed to countries foreign to the United States and possessions and bearing the sender's address, will be returned to sender; such mail matter not bearing the sender's address will be sent to the Shanghai Chinese Post Office for disposition.
3.—Mail matter received in this office for addressees who have left a change of address in a country, foreign to the United States and possessions, will be forwarded as usual, postage collect.

LIVING ON YOUR NERVE.

And Its Dangers.

Everybody has a store of nervous energy. When work or worry without sufficient rest exhausts this store, a condition results that medical men call neurasthenia.

It is commonly met within those who have had worn themselves out caring for sick relatives, business men who worry over their affairs and do not take proper rest, and women who work beyond their strength.

The signs are clear: Your complexion becomes pale, you imagine unpleasant things, your brain insists on working when you want to go to sleep. Sometimes you are melancholy; nothing pleases you. Constipation is usually present. You worry about yourself and your work and cannot forget your anxieties.

No doctor can cure neurasthenia; you have to do it yourself. First, worry less and don't overtax your strength; then, take Dr. Williams' pink pills, for they supply new blood to feed your worn-out nerves, and so steadily build up your health.

Begin to replenish your store of nervous energy by commencing Dr. Williams' pink pills now. Any dealer can supply, or direct from the Dr. Williams' Medicine Co. 96 Szechuen Road, Shanghai, \$1.50 per bottle, \$3.00 for 6 bottles, post free. For men and women too.

The Observatory reports to-day states that the typhoon appears to be filling up to the north of Canton.

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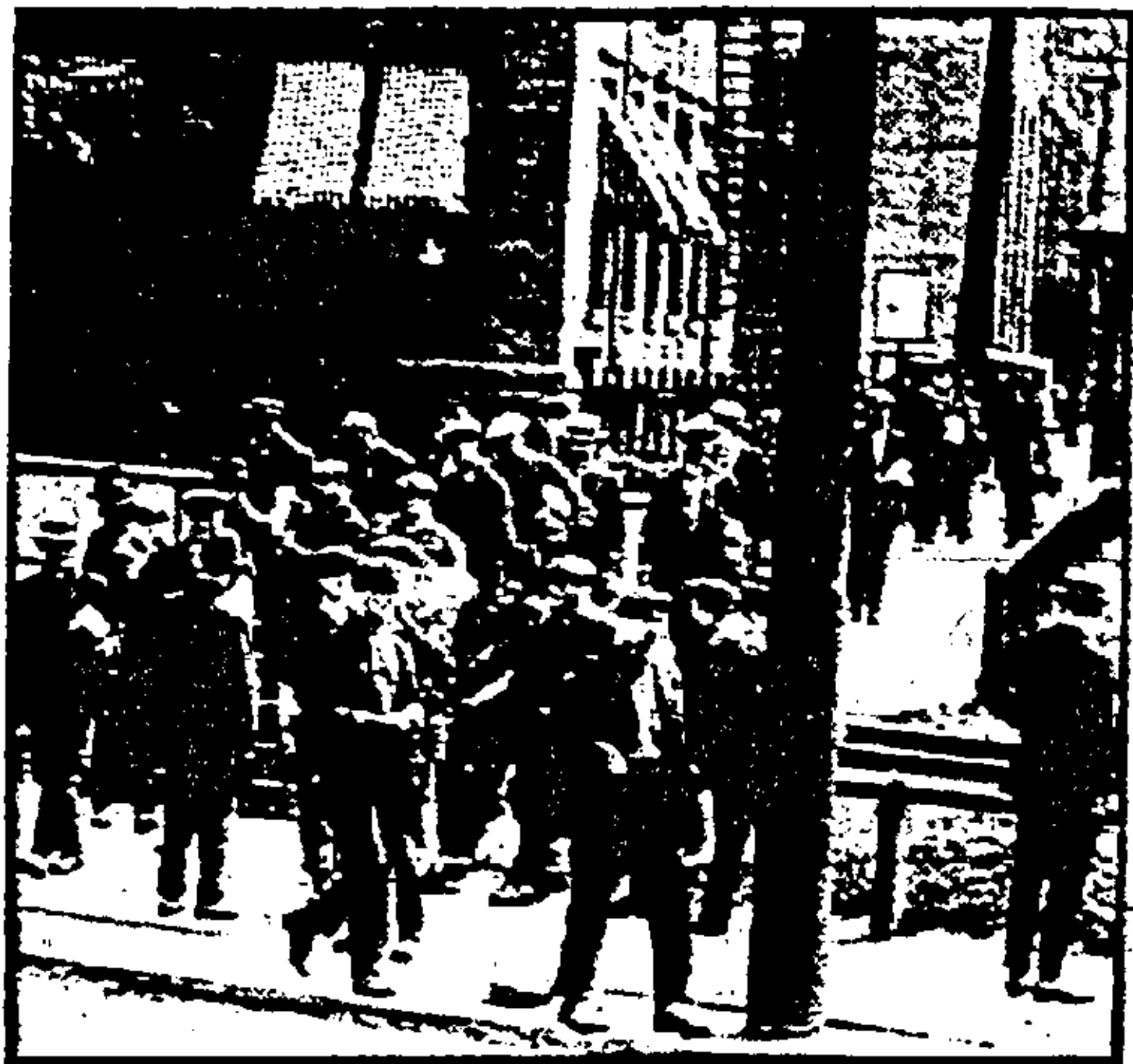
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CAMERA NEWS



Shopmen of the New York Central Railway leaving work in Cleveland to join the national strike.



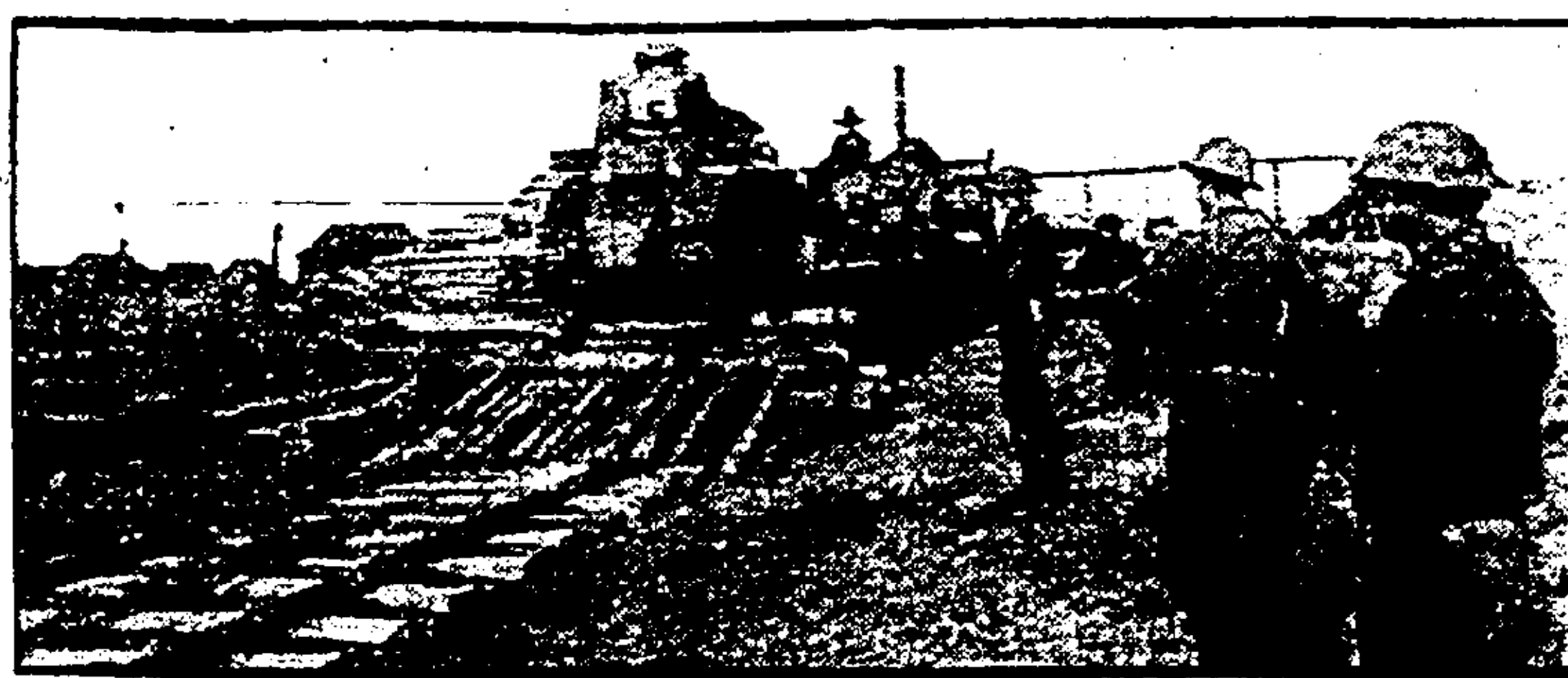
Workmen walking out at the Western Avenue shops of the Chicago, Milwaukee and St. Paul Railway.



Dunn (left) and Connolly, the murderers of Field-Marshal Sir Henry Wilson.



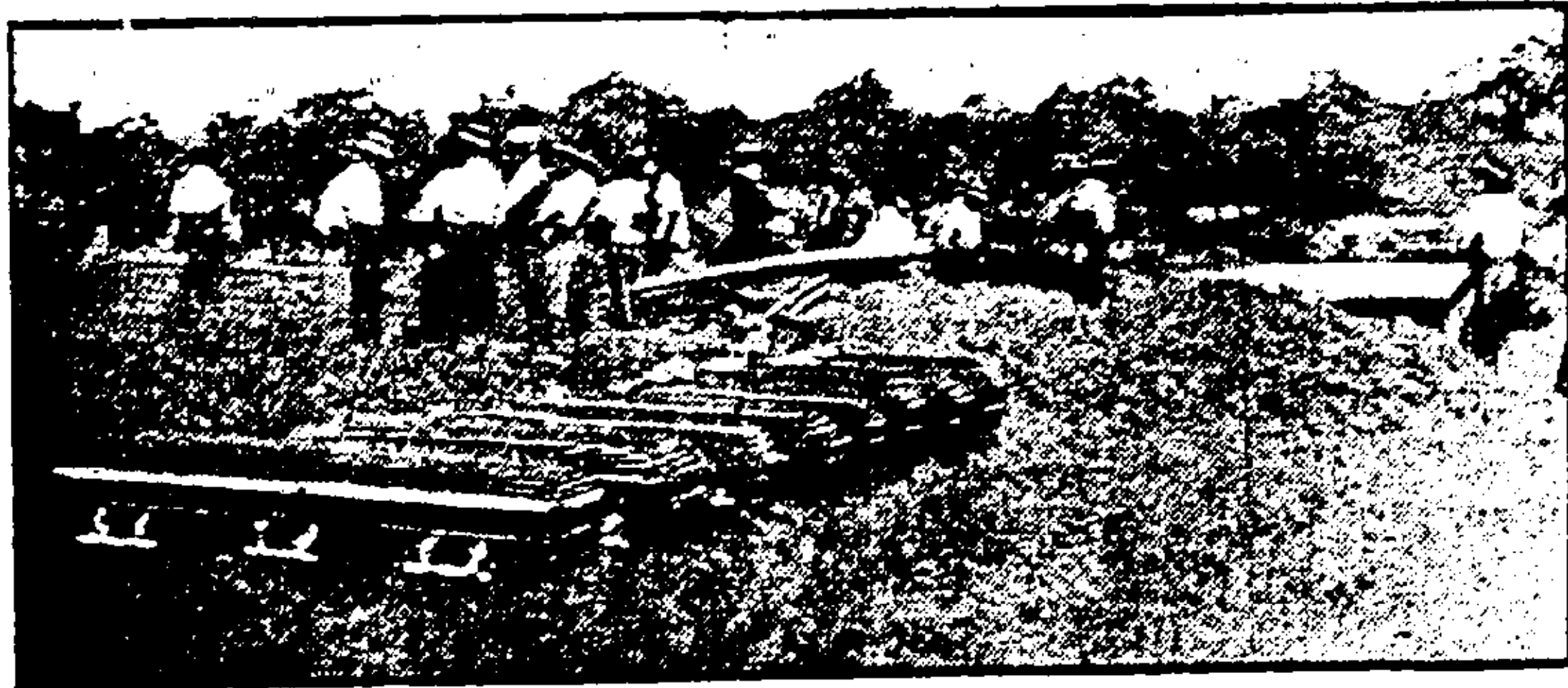
This shows the parade and floral decorations with which Herring miners bore the bodies of the Union men, killed in the recent mine battle, to their graves.



Unloading of tanks sent with a thousand National Guards to the Colorado mine zone.



Mr. B. M. Jewell, leader of the U.S. railway strike.



Coffins of massacre victims at Herring waiting to be buried in the potter's field. There were no marchers or no flowers for them.



The Prince of Wales (arrow) returns salute as the crew of the "Reborn" waves farewell to him at the end of his world tour.

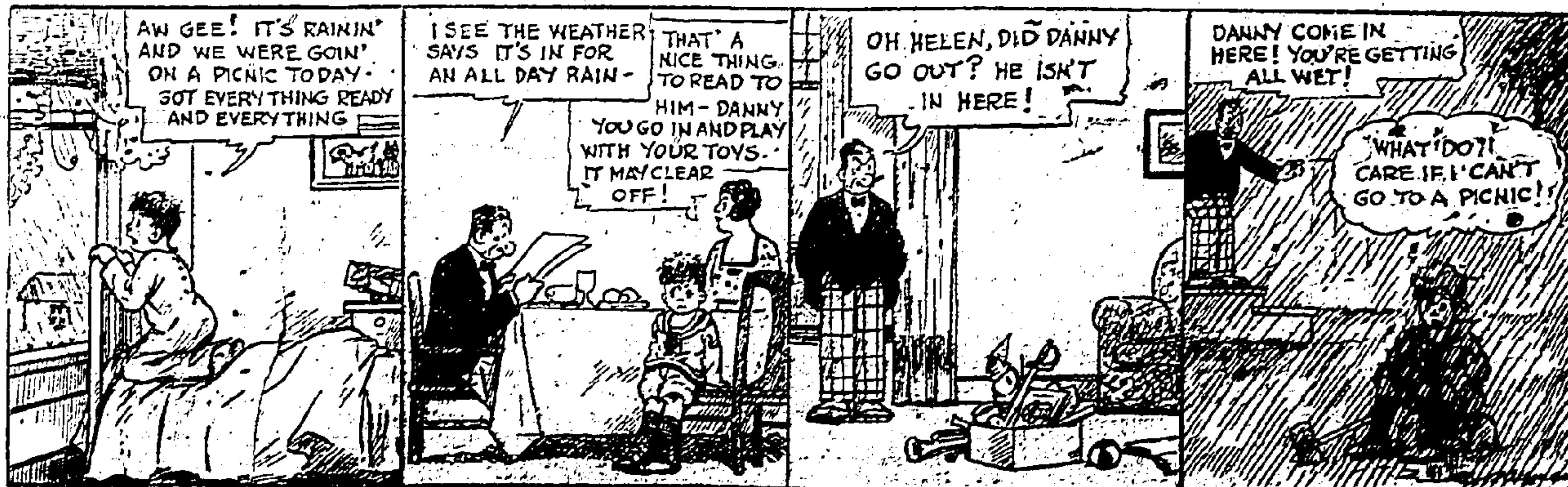


A. L. Leconey, crack sprinter, of Lafayette University, is here shown crossing the finish line, a winner of the 100 yard dash at the intercollegiate track and field championships held at Cambridge, Mass., setting up a new intercollegiate mark of 9.7-10 seconds for the distance.

DOINGS OF THE DUFFS

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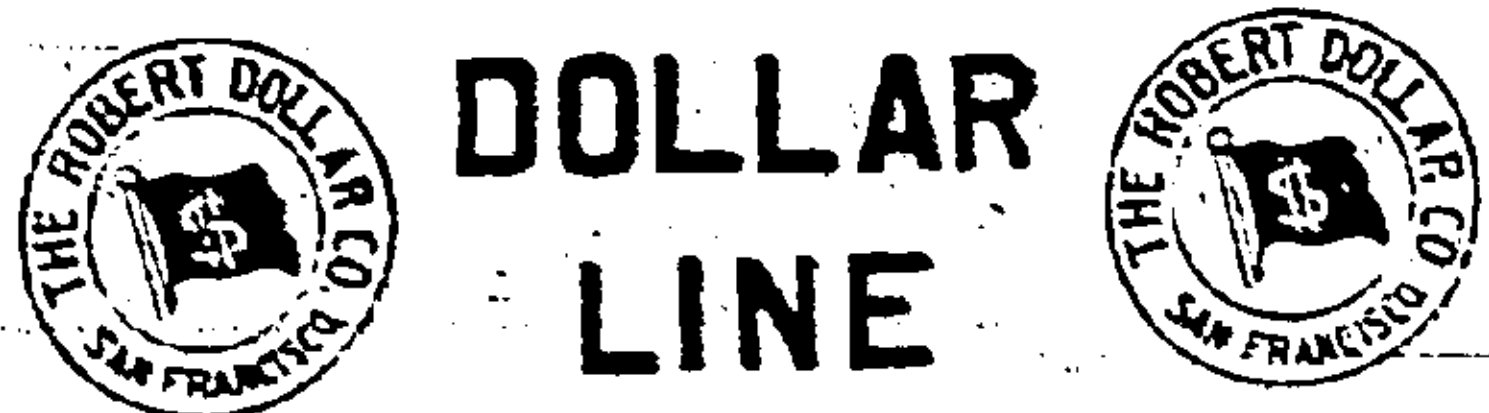
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"VAN OVERSTRATEN"

will be despatched 7th August to SINGAPORE, PENANG and BELAWAN DELI.

Offers excellent Saloon accommodation

All lower berths

English cuisine

1st class fare to SINGAPORE Free.

Agents: JAVA CHINA-JAPAN LUN.

York Building.

Chater Road.

Telephone No. 1574.

PACIFIC SHIPPING.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS "NANKING" "CHINA" "KILE" "CORJISTAN" "ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum—Rate U.S.G. \$577.07

Maximum Rate U.S.G. \$800.50

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO.

Via Shanghai, Nagasaki, Yokohama & Honolulu.

S.S. NANKING S.S. CHINA S.S. NILE

August 10th. September 16th. September 30th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. CORJISTAN S.S. ARMANESTAN

on or about August 23rd. on or about August 5th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT

PRINCE'S BUILDING. 105 HOOE STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

Cable add. "CHMAIL"

BOSTON & NEW YORK.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Kilham & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

S.S. EUNAEUS ... via Suez Canal ... 5th Aug.

S.S. TELEMACHUS ... via Suez Canal ... 15th Aug.

S.S. CITY OF BAGDAD ... via Suez Canal ... 25th Aug.

Steamers proceed via Suez Canal or Panama Canal; Owners' option.

Subject to change without notice

For freight and particulars apply to

BUTTERFIELD & SWIRE OR THE BANK LINE, LD, HONGKONG.

(John Swire & Sons, Ltd.)

HONGKONG & CANTON REISS & CO. CANTON

MESSAGERIES MARITIMES

SERVICE CONTRACTUELS.

(Mail service under contract with the French Government)

Destination Steamer & Displacement Sailing Dates

Shanghai, Kobe, Yokohama, & Yokohama

CORDILLERE 10,000 On or about 5th Aug.

AMAZONE 11,000 On or about 15th Aug.

ANGKOR 15,000 On or about 1st Sept.

Harbin, via Hainan, & Hainan

ANDRE LEBON 22,500 On or about 14th Aug.

JEUQUE 15,000 On or about 24th Aug.

CORDILLERE 11,000 On or about 3rd Sept.

COMMERCIAL LINE.

Have, Des, & Co. LTD. DE LA TOUR about 14th August.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK, & ANTWERP (on application).

For further particulars apply to

CONSIGNATION—TRANSIT—

REPRESENTATION.

Telephone No. 749.

A. JOBAD.

Acting Agent.

Queen's Building.

COMMERCIAL NEWS.

LOSS ON TOKYO EXHIBITION.
The exhibition recently held at Tokyo has resulted in a loss of three million yen to the promoters.

LIQUORICE CO.
The Yu Hua Liquorice Company, Limited, organized by Chang Ping Fong and others, has requested the Ministry of Agriculture and Commerce for registration.

JAPANESE INDUSTRIALIST PESSIMISTIC.

Dealing with the present business outlook, Mr. T. Nomura, a leading banker of Osaka, says that a short-lived boom may be experienced in the near future in Japan, to be followed by a big slump and possibly by a financial panic. The three factors which indicate this development are a strong tendency of supply exceeding demand; lack of harmony in the financial market, and a shrinkage in the margin of profit without an apparent prospect of early recovery. Mr. Nomura already sees indications of the false boom.

ADVANTAGES OF THERMIT WELDING.

The progress of welding has been retarded considerably, according to a statement made by the Metal & Thermit Corporation, New York, owing to the fact that when a weld is made it is impossible to determine without destroying it what strength is definitely assured and safe to allow, an examination of the surface of welds does not reveal this. It is on this account that certain well-known technical societies and associations interested in the possibilities of welding have greatly restricted the allowable application. A Thermit weld, however, by reason of its collar is the only method which allows a careful inspection and permits the drawing of proper conclusions, as to the strength of welds. In Thermit welding it is impossible to have such defects as lack of fusion (if the proper amount of thermit has been used and instructions have been carefully followed), or oxide inclusions, such as those formed during the adding of metal in the case of other methods. Unclean surfaces, oxide inclusions (due, for example, to failure to properly clean scale from wrought iron sections before welding) have always resulted in Thermit welding in only one type of defect, i.e., blow holes. This defect, due to natural tendency of the gases to rise in the molten mass, if present at all, will always be present in the thermit steel collar, and an examination internally of the collar can be made without affecting the strength of the weld. Thus the unclean welds can be found and condemned. In practice, this examination is made by gouging deep grooves in the thermit steel collars parallel with the axis of the piece, these grooves reaching almost to the original section itself. Two such grooves on the four sides of a Thermit weld have been found to be sufficient. If these grooves are observed to be free and clean from blow hole defects, the inspector may be absolutely assured that the weld itself is sound.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes used: A1: A.B.C. Fifth Edition; Engineering, First and Second Edition.

Western Union and Watkins, Bantleys and Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians

Kowloon Docks

No. 1. Length 700ft.

Breadth 86ft.

No. 2. Length 371ft.

Breadth 74ft.

No. 3. Length 264ft.

Breadth 49ft. 3in.

No. 1 Slip

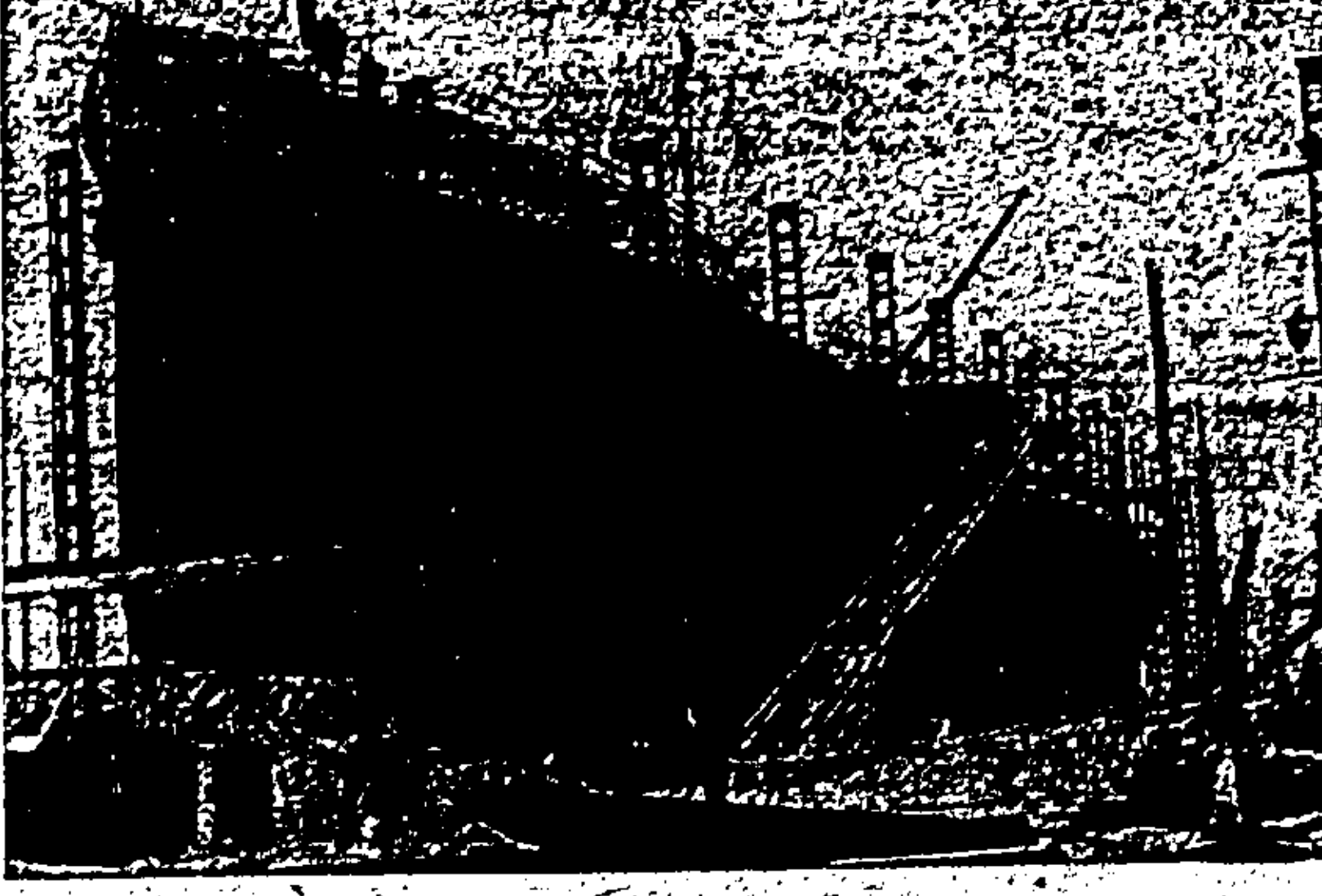
Length 500ft.

Breadth 60ft.

No. 2 Slip

Length 220ft.

Breadth 60ft.



[Tai-Kok-Tan]

COSMOPOLITAN DOCK

Length 466ft.

Breadth 86ft. 6in.

Aberdeen

HOPE DOCK

Length 436ft.

Breadth 84ft.

LAMONT DOCK

Length 332ft.

Breadth 46ft.

Launch of Oil Tanker "PALUDINA" at KOWLOON DOCKS. Built to the order of The Anglo-Saxon Petroleum Co. Ltd.

Please Address Enquiries to the Chief Manager:

R.M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA. APCAR
AND**EASTERN & AUSTRALIAN LINES.**

(COMPANIES, INCORPORATED IN ENGLAND)

TRAITS & BERMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, AUSTRALIA, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, SUEZ, ADEN, YEN, PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
SARDINIA	6,684	16th Aug.	Miles, London & Antwerp
SICILIA	6,702	19th Aug.	Spore, P'ang, Cho & B'ay
DEVANHA	6,550	23rd Aug.	Spore, P'ang Cho & B'ay
NOVARA	6,550	30th Aug.	Miles, London & Antwerp
MACDONALD	11,000	13th Sept.	Miles, London & Antwerp
KALYAN	9,000	11th Oct.	Miles, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,052	3rd Aug. 2 p.m.	Cia via Spore & Penang.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,000	3 Aug. 11 a.m.	Manila, S'kat, Thure, Is. Cairns, T'ville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

EASTERN	4,000	3 Aug. 11 a.m.	Moji, Kobe & Yokohama.
DEVANHA	6,550	3 Aug. 4 p.m.	Shanghai, Moji & Kobe.
SICILIA	6,702	3 Aug. noon.	Shanghai only.
G. APCAR	4,649	6th Aug.	Shanghai & Kobe.

* Cargo only.
All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Messing not more than 24 lbs. each. 1 lb. will be received at the Company's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight etc., apply to
MACKINNON, MACKENZIE & CO
Agents.
22, Des Voeux Road (Central).

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
S.S. "GLENADE"	15th August.
S.S. "GLENARIFFE"	30th August.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
S.S. GLENBEG	4th Aug. L'DON, H'DAM, A'WERR, H'BURG.	
S.S. GLENSHANE	25th Aug. G'OA, L'DON, A'WERR, H'DAM, H'BURG.	
S.S. GLENLUCE	2nd Sept. G'OA, L'DON, A'WERR, H'DAM, H'BURG.	

Movements are subject to change without notice.
For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.
THE GLEN LINE, LTD.

Telephone No. 215, 223 and 3696

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected in	Expected out	For
Tjitaroen	Java	1st Aug.	2nd Aug.	Batavia, B'via
Tjibodas	Java	1st Aug.	3rd Aug.	Japan
Tjilatjap	Java	5th Aug.	10th Aug.	Soerabaya
Tjimanok	Java	6th Aug.	9th Aug.	Amoy, S'hai, D
Tjibondari	N. China	9th Aug.	11th Aug.	Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected in	Expected out	For
---------	------	-------------	--------------	-----

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan Ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.

KAGA MARU (Calling Keelung) Friday, 18th Aug. at 11 a.m.

IYO MARU (Nagasaki direct) Sat. 18th Sept. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

HARUNA MARU ... Friday, 4th Aug. at 11 a.m.

KAMO MARU ... Friday, 18th Aug. at 11 a.m.

TAMBURO via LONDON, ROTTERDAM.

LIMA MARU ... Beginning of September.

LIVERPOOL via MARSEILLES.

BENGAL MARU ... Middle of August.

SYDNEY & MELBOURNE via Manila, etc.

AKI MARU ... Tuesday, 15th Aug. at 11 a.m.

TANGO MARU ... Tuesday, 19th Sept. at 11 a.m.

NEW YORK via PANAMA.

TOBA MARU ... Tuesday, 1st August.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

LOMBAY via Singapore, Penang & Colombo.

ARITA MARU ... Thursday, 10th August.

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU ... Sunday, 6th Aug.

NAGASAKI, KOBE & YOKOHAMA.

TANGU MARU ... Friday, 18th Aug. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SAVUKI MARU ... Wednesday, 2nd August.

ATSUTA MARU ... Wednesday, 2nd August.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK & BOSTON.

S.S. "EGREMONT CASTLE" ... Sailing on or about 28th Aug.

S.S. "DACE CASTLE" ... Sailing middle of September.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port through Bills of Lading.

FOR SHANGHAI.

S.S. "TRACIA" ... Sailing on or about 19th August.

FOR BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRACIA" ... Sailing on or about 5th September.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMONA" ... Sailing 30th August.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030.

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer Arrives Hongkong Leaves Hongkong

CHANGSHA 2nd Aug. 7th Aug. at 4 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo taken through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to—

Butterfield & Swire.

(JOHN SWIRE & SONS, LTD.)

Agents.

Telephone No. 36.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO. (LTD.)

FREIGHT & PASSENGER SERVICE

HOMEWARDS.

Steamers Sailing

City of Cambridge 3rd Aug. Havre, London, Antwerp & Hamburg

City of Manchester 26th Aug. Marseilles, L'don, Antwerp & H'burg

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or to REISS & Co. Canton General Agents.

SIAMESE STEAMSHIP COMPANY.

Sailings from Hongkong—

For Steamers To Sail.

BANGKOK ... Doen Samud ... 3rd Aug. at 6 p.m.

For further particulars apply to—

BUTTERFIELD & SWIRE,

(JOHN SWIRE & SONS, LTD.)

Agents.

Tel. 36

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

Destination	Steamer	Sailing
HAIPHONG via Hoibow Mingsang	Fri.	4th Aug. at d'light.
TIENSIN	Fri.	4th Aug. at noon.
TTAO via S'hai Kwongsang	Fri.	4th Aug. at noon.
MANILA	Fri.	4th Aug. at 3 p.m.
BANGKOK via Swatow	Mon.	7th Aug. at noon.
TTAO via S'hai Tungshing	Tues.	8th Aug. at noon.
TTAO via S'hai & N'po. Waihsing	Fri.	11th Aug. at noon.
STRAITS & Cebu	Sat.	19th Aug. at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Return from Calcutta to Penang proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passenger and cargo, calling at Hoibow when inducement offers.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at W'haiwai & Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
AMOI & SHANGHAI	Suiyang	4th Aug. at 9 a.m.
H'HOW, P'HOI, H'PHONG, Kailong	...	5th Aug. at d'light.
SHANGHAI & TSINGTAO	Shantung	5th Aug. at 4 p.m.
SWATOW & AMOI	Klungchow	7th Aug. at 9 a.m.
SWATOW, S'hai & TTAO	Liangchow	7th Aug. at 2 p.m.
SWATOW & BANGKOK	Kaying	8th Aug. at 2 p.m.
W'WEI C'FOO, TIENSIN Kueichow	...	8th Aug. at 4 p.m.
AMOI & SHANGHAI	Sochow	10th Aug. at 9 a.m.
SHANGHAI & TSINGTAO	Kanchow	10th Aug. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	12th Aug. at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation and electric fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kor via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

(JOHN SWIRE & SONS, LTD.)

AGENTS.

Telephone No. 36.

Cargo and baggage can be insured at the above office.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 1000 tons.)

Steamships Captain Leaving

Haiching ... W. C. Patmore ... FRI. 4th Aug. at 1 p.m.

Haiching ... J. S. Thomson ... TUES. 5th Aug. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Black Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY SERVICE

between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. CHERIBON MARU Sailing on or about 16th Aug.

For Moji, Kobe & Yokohama.

S.S. SAMARANG MARU Sailing on or about 22nd Aug.

For further particulars please apply to—

K. SUZUKI,

Manager.

Tel. No. 2206.

Second Floor, Prince's Building.

SHIPPING NEWS.**SHIPPING BOARD PLANS.**

Plans are being considered by the U.S. Shipping Board for carrying passengers on Shipping Board freighters from Seattle and other North Pacific ports to the east coast of South America and between the South American ports of call.

PACIFIC CONFERENCE.

Representatives of ten trans-Pacific steamship lines operating from North Pacific Ports met recently in Seattle and discussed ways of ending the rate war which has been on from early in the year when the Pacific Westbound conference was dissolved. Progress was made, it was said.

GERMAN SHIPS AT SINGAPORE.

It is reported to the Straits Times by a usually reliable correspondent that German ships are to be seen entering Singapore without flying either their house or national flag. It is said that this action on their part is being done as a protest at Germany not being allowed to land by the local authorities in the ordinary way.

PANAMA CANAL TRAFFIC.

For the thirteen months ended June 1 Pacific Coast products shipped by the several water lines through the Panama Canal exceeded the tonnage carried by the Atlantic to the Pacific by the same route by over 75,000 tons. Pacific ports shipped 1,263,000 tons and ships from the Atlantic ports brought 1,187,206 tons. More than 50 per cent. of the cargo thus handled was forwarded in Shipping Board vessels.

COMPENSATION FOR WAR INJURIES.

The secretary of the Mercantile Marine Service Association understands that the Royal Commission on compensation for suffering and damage by enemy action is giving first consideration to those cases involving death or personal injury. It will be remembered that the Association has submitted some hundreds of claims on behalf of its members, etc., and ever since the Armistice has steadfastly pressed the justice of these cases upon the Government.

JAPANESE SHIPPING.

At a meeting of merchants, shipowners and others interested in shipping held at the Maritime Transportation Club in Kobe the following resolution was passed:—The Government seems to be without a fixed policy regarding the ever declining shipping enterprise of the Empire, since the restoration of peace. If the country is to maintain its position as at present among the world powers in shipping more positive efforts should be made by the authorities for the improvement of the situation. The meeting appointed a committee of nine to submit the resolution to the Government.

LIEN ON SHIP.

According to American law, the lien on a ship afforded those who furnish her necessary materials, supplies and labour, may extend also to a party who advances the vessel money with which to pay for such necessities. If, for example, the advance of the money was required to prevent the creditors for such necessities from enforcing their lien against the ship and her master approved each bill before payment the party paying the bills is subrogated to the lien rights of the original creditor, and may enforce them against the ship in his own favour in case default is made in repayment of the loan. The order of an authorized agent of the charterer of a vessel, for supplies necessary for her operation, binds the vessel to liability for such supplies and renders her subject to lien for their value.

N.Y.K. AND O.S.K.

The contract between the Nippon Yusen Kaisha and the Osaka Shosen Kaisha and railway companies of America for transport of Far Eastern goods after they had been unloaded in America from the steamers of the above named companies which had been ordered cancelled on July 1 by the American Government, is still in operation and no despatches have been received in Japan by the companies concerned in regard to what action has been or is going to be taken. It is thought in Tokyo that the U.S. officials have decided to allow the contract to remain in force as several cities on the American Pacific Coast have strenuously opposed the ruling on the ground that it would cause all of this trade to go to Canadian ports instead of American cities. The Japanese lines are believed to be highly interested in the affair as they have stated that their cargo can be sent to Canadian ports and the goods shipped over by Canadian railways to the east coast of the United States.

NOTICE.

MANUFACTURED

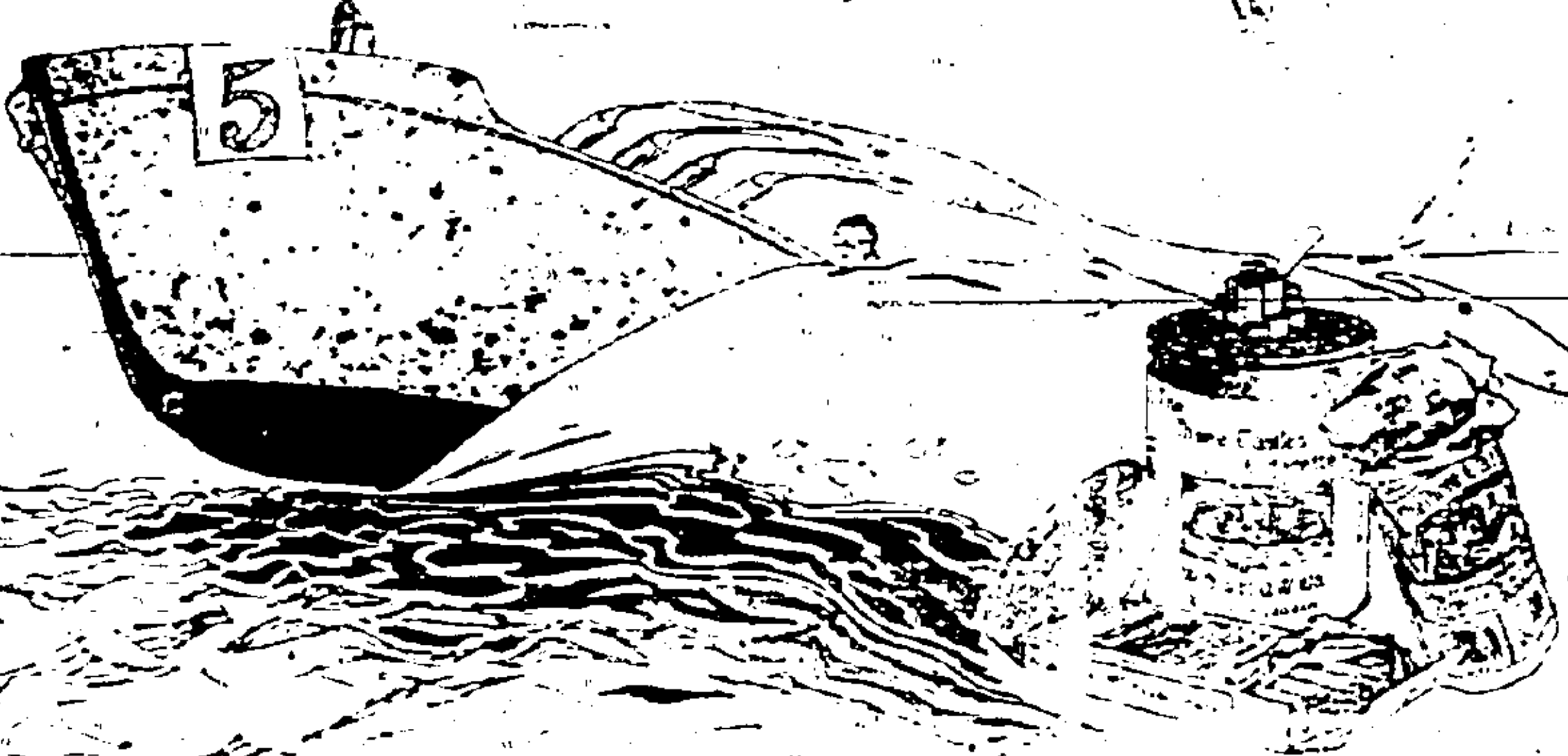
in ENGLAND

BY

W. D. & H. O. WILLS.

The
Three Castles
Virginia Cigarettes

The Cigarette with
the Pedigree



This Advertisement is owned by W. D. & H. O. WILLS, Ltd., Bristol, England.

EXCHANGE.

(Opening Rate: closing Rate
on Page 1).

SELLING.

T/T Shanghai	277
Demand	277 1/16
30 d/s	
90 d/s	
4 m/s	277 1/4
T/T Shanghai	Nom.
T/T Singapore	111
T/T Japan	120
T/T India	197 1/2
Demand, India	
T/T San Francisco	57 1/2
T/T Java	150 1/2
T/T Marks	Nom.
T/T France	7.00
Demand, Paris	

BUYING.

4 m/s L/C	277 3/4
4 m/s D/P	278 1/4
5 m/s L/C	278
30 d/s Sydney and Melbourne	278 1/2
30 d/s San Francisco & New York	59
4 m/s Marks	Nom.
4 m/s France	7.35
5 m/s France	7.45
Demand, Germany	
Demand, New York	57 1/2
T/T Bombay	
Demand, Bombay	197 1/2
T/T Calcutta	
Demand, Calcutta	197 1/4
On Yokohama	120
Demand, Manila	116
Demand, Singapore	111
Demand, Batavia	150 1/2
On Haiphong	Nom.
On Saigon	
On Bangkok	80 3/4
Overseas	7.60
Gold leaf per Tael	44.20
Buy Silver, ready	35 1/4
forward	35 1/2
Bank of England rates 3%	
New York/London	4.44

SUBSIDIARY COINS.

H'kong 50 ct. pieces	par
10 "	1 1/2% pm.
5 "	1 1/2% dis.
Canton sub. coins	20% dis.
Hongkong, August 3, 1922.	

WEATHER REPORT.

August 2d. 17h. 55m.—Warning to Hongkong, Coast Ports, &c.—A typhoon of unknown intensity within 60 miles of Lat. 23° N. Long. 117° E., moving N.W.

August 3d. 12h. 00m.—Warning to Hongkong, Coast Ports, &c.—A typhoon of unknown intensity within 120 miles of Lat. 25° N. Long. 114° E., filling up.

August 2d. 13h. 20m.—Local signal No. 1 lowered.

August 2d. 17h. 55m.—Local signal No. 5 hoisted.

August 3d. 11h. 53m.—returns from the majority of stations are lacking on account of cable interruption. No weather map will be published.

The typhoon appears to be filling up to the north of Canton. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.28 inch. Total since January 1st 38.94 inches, against an average of 53.02 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast.
1 Formosa Channel	S. winds, fresh to moderate.
2 South coast of China between H.K. & Lamoocks.	S.W. to S. gale.
3 Hongkong to Gap Rock	moderating; overcast, rainy, squally.
4 South coast of China between H.K. & Hainan.	

T. F. CLAXTON, Director.

H.K. Observatory, Aug. 3, 1922.

TIME SIGNALS.

The time ball, on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m. and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the above routine will be carried out with flag "Z" on the storm signal mast.

Time signal are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 55m. to 9h. 0m. 0s. p.m. the lamps are extinguished momentarily at the even seconds. Spect at the 2nd, 28th, 50th, 52nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (8 hours of time Greenwich).

ASCENT OF MOUNT FUJI.

During one week-end more than 3,000 individuals made the ascent of Mount Fuji.

CHINA'S POLICE BUCKING UP.

Reforms of a startling character were discussed at a meeting of Chinese police inspectors and detectives, presided over by the chief of the Woosung and Shanghai Constabulary. Among other matters, the officers discussed prohibition of the sale of cut melons (unless covered with wire netting), and the problem of preventing the streets from being converted into open air dormitories was also tackled. There was a further suggestion that the police constables be required to keep their quarters very clean.

HOTELS.

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MITSUI BUSSAN KAISHA, LTD.,
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RIVER LEVELS.

As a guide to shipmasters and others interested in the water levels of the river we have been requested by the Board of Conservancy Works of Kwangtung to publish the following table of water levels. The levels are taken at 10 a.m. each day.

Place of Observation	Highest W. L. ever recorded	Lowest W. L. ever recorded	W. L. Aug. 1	W. L. Aug. 2
Wuchow, West River	+19.50	-2.42	32.60	
Kongmoon, "	+14.70	-0.80	7.00	7.10
Linkoshow, North, "	+57.00	0	9.50	9.00
Samsui, "	+27.25	-5.00	10.50	10.30
Shikung, East, "	+15.15	-0.98	5.40	5.50

METEOROLOGICAL.

Previous Day	on date.	on date.
Barometer	29.33 29.24 29.43	
Temperature	91 82 77	
Humidity	58 88 94	
Wind Direction	NNW WSW SW	
Wind Force	3 5 6	
Weather	o oo 07q	
Rain	0.00 0.00 0.83	
Highest open air		
Temperature on the	2nd 93	
Lowest open air		
Temperature on the	3rd 77	
T. F. CLAXTON, Director.		
H.K. Observatory, Aug. 3.		

TIDE TABLE.

3rd. to 9th. Aug. 1922.

High Water	Low Water	High Water	Low Water
Mean Time	Mean Time	Mean Time	Mean Time
Thur. 3	5.43 6.3	11.35 1.6	
Fri. 4	7.40 8.1	11.48 2.3	
Sat. 5	9.46 9.5	12.41 3.1	
Sun. 6	11.51 10.5	1.33 3.9	
Mon. 7	1.10 1.4	2.15 3.8	
Tue. 8	2.44 2.7	3.43 4.5	
Wed. 9	3.54 3.7	4.23 5.2	
	11.17 11.4	4.46 5.3	
		5.40 6.2	

m. morning a. afternoon

ENTERTAINMENTS.

THE CORONET

Captain Cuttle's Derby

HER UNWILLING HUSBAND.

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TH. KRINO, Superintendent.

Hongkong, August 3, 1922.

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PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS

From	To	Every 15 min
1.00 a.m.	1.15 a.m.	15 min
2.00 a.m.	2.15 a.m.	15 min
3.00 a.m.	3.15 a.m.	15 min
4.00 a.m.	4.15 a.m.	15 min
5.00 a.m.	5.15 a.m.	15 min
6.00 a.m.	6.15 a.m.	15 min
7.00 a.m.	7.15 a.m.	15 min
8.00 a.m.	8.15 a.m.	15 min
9.00 a.m.	9.15 a.m.	15 min
10.00 a.m.	10.15 a.m.	15 min
11.00 a.m.	11.15 a.m.	15 min
12.00 p.m.	12.15 p.m.	15 min
1.00 p.m.	1.15 p.m.	15 min
2.00 p.m.	2.15 p.m.	15 min
3.00 p.m.	3.15 p.m.	15 min
4.00 p.m.	4.15 p.m.	15 min
5.00 p.m.	5.15 p.m.	15 min
6.00 p.m.	6.15 p.m.	15 min
7.00 p.m.	7.15 p.m.	15 min
8.00 p.m.	8.15 p.m.	15 min
9.00 p.m.	9.15 p.m.	15 min
10.00 p.m.	10.15 p.m.	15 min
11.00 p.m.	11.15 p.m.	15 min
12.00 a.m.	12.15 a.m.	15 min

NIGHT CARS.

From	To	Every 15 min
1.00 a.m.	1.15 a.m.	15 min
2.00 a.m.	2.15 a.m.	15 min
3.00 a.m.	3.15 a.m.	15 min
4.00 a.m.	4.15 a.m.	15 min
5.00 a.m.	5.15 a.m.	15 min
6.00 a.m.	6.15 a.m.	15 min
7.00 a.m.	7.15 a.m.	15 min
8.00 a.m.	8.15 a.m.	15 min
9.00 a.m.	9.15 a.m.	15 min
10.00 a.m.	10.15 a.m.	15 min
11.00 a.m.	11.15 a.m.	15 min
12.00 p.m.	12.15 p.m.	15 min
1.00 p.m.	1.15 p.m.	15 min
2.00 p.m.	2.15 p.m.	15 min
3.00 p.m.	3.15 p.m.	15 min
4.00 p.m.	4.15 p.m.	15 min
5.00 p.m.	5.15 p.m.	15 min
6.00 p.m.	6.15 p.m.	15 min
7.00 p.m.	7.15 p.m.	15 min
8.00 p.m.	8.15 p.m.	15 min
9.00 p.m.	9.15 p.m.	15 min
10.00 p.m.	10.15 p.m.	15 min
11.00 p.m.	11.15 p.m.	15 min
12.00 a.m.	12.15 a.m.	15 min

SATURDAYS.

From	To	Every 15 min
1.00 a.m.	1.15 a.m.	15 min
2.00 a.m.	2.15 a.m.	15 min
3.00 a.m.	3.15 a.m.	15 min
4.00 a.m.	4.15 a.m.	15 min
5.00 a.m.	5.15 a.m.	15 min
6.00 a.m.	6.15 a.m.	15 min
7.00 a.m.	7.15 a.m.	15 min
8.00 a.m.	8.15 a.m.	15 min
9.00 a.m.	9.15 a.m.	15 min
10.00 a.m.	10.15 a.m.	15 min
11.00 a.m.	11.15 a.m.	15 min
12.00 p.m.	12.15 p.m.	15 min
1.00 p.m.	1.15 p.m.	15 min
2.00 p.m.	2.15 p.m.	15 min
3.00 p.m.	3.15 p.m.	15 min
4.00 p.m.	4.15 p.m.	15 min
5.00 p.m.	5.15 p.m.	15 min
6.00 p.m.	6.15 p.m.	15 min
7.00 p.m.	7.15 p.m.	15 min
8.00 p.m.	8.15 p.m.	15 min
9.00 p.m.	9.15 p.m.	15 min
10.00 p.m.	10.15 p.m.	15 min
11.00 p.m.	11.15 p.m.	15 min
12.00 a.m.	12.15 a.m.	15 min

SUNDAYS.

From	To	Every 15 min
1.00 a.m.	1.15 a.m.	15 min
2.00 a.m.	2.15 a.m.	15 min
3.00 a.m.	3.15 a.m.	15 min
4.00 a.m.	4.15 a.m.	15 min
5.00 a.m.	5.15 a.m.	15 min
6.00 a.m.	6.15 a.m.	15 min
7.00 a.m.	7.15 a.m.	15 min
8.00 a.m.	8.15 a.m.	15 min
9.00 a.m.	9.15 a.m.	15 min
10.00 a.m.	10.15 a.m.	15 min
11.00 a.m.	11.15 a.m.	15 min
12.00 p.m.	12.15 p.m.	15 min
1.00 p.m.	1.15 p.m.	15 min
2.00 p.m.	2.15 p.m.	15 min
3.00 p.m.	3.15 p.m.	15 min
4.00 p.m.	4.15 p.m.	15 min
5.00 p.m.	5.15 p.m.	15 min
6.00 p.m.	6.15 p.m.	15 min
7.00 p.m.	7.15 p.m.	15 min
8.00 p.m.	8.15 p.m.	15 min
9.00 p.m.	9.15 p.m.	15 min
10.00 p.m.	10.15 p.m.	15 min
11.00 p.m.	11.15 p.m.	15 min
12.00 a.m.	12.15 a.m.	15 min

NIGHT CARS.

15535/26th, Sbofferco, from
New York.
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